



SATURDAY NIGHT

THE CANADIAN WEEKLY



TEN CENTS
VOL. 54, NO. 35

JULY 1, 1939
TORONTO

IT SEEMS to us that the publication in Berlin of the volume by Count Puckler entitled in its English translation "How Strong is Britain?" is a convincing proof either that the Nazi censorship is extraordinarily blind to the plain logical implications of an argument, or that the Nazi government is entirely willing to have the German people begin to consider very seriously whether they have not reached the limit of the justifiable expansion of the Reich, and whether indeed the virtual annexation of Bohemia and Moravia has not already gone beyond that limit.

Count Puckler's closing and most important chapter is devoted to discussing the limitations imposed upon British external policies by the fact that Great Britain's power "cannot be thrown into the scales in support of any undertaking which is condemned as unethical by the British people and by world public opinion". He maintains emphatically that British passivity in face of the emancipation of the Rhineland, the Anschluss with Austria, and the annexation of the Sudetens was entirely due to the fact that the government of the Reich was able to justify all these actions "in such an indisputable fashion that the British people would have refused to take up arms to prevent them." It follows, he continues, from this moral check on Great Britain's foreign policy that no country in the world has anything to fear from her, provided its own foreign policy is as strictly ethical as Great Britain's is compelled by circumstances to be. If this is not putting it up to the German people to consider very carefully the ethical quality of each successive step in their future program, we do not know what is. Can the Nazi government convince the German people that an attack on Poland, for the avowed purpose of seizing not only Danzig but a military highway across the Polish Corridor, is as "indisputably justifiable" as the Anschluss and the Sudeten annexation? Is not this whole argument a clear warning to the German people that it is not their own opinion alone, but world public opinion, to which they must conform in their future actions?

Count Puckler's last sentence is this: "The country whose policy is more moral than hers (Great Britain's) will therefore defeat her without even crossing swords—unless she has already become its friend." The Count is a very eminent and influential German journalist, at one time London correspondent of the famous *Deutsche Allgemeine Zeitung*. He is reputed to be a close friend of Herr Von Ribbentrop. But his whole book is couched in the language, not of a Nazi orator, but of a European human being. It is a kind of language that has hardly been heard in Germany since the 1934 massacre. The fact that it is beginning to be permitted to be heard once more is surely of very profound significance. If the Nazi government earnestly desired to prepare its people for the abandonment of the policy of truculent swash-buckling all over Middle Europe it could hardly do better than to permit the general circulation of half a dozen volumes of this character.

Women Don't Change

ARTHUR STRINGER, the Canadian-born American novelist and poet, has been re-asserting the fundamental unchangeableness of women, in an article in the *North American Review*. He points out that if women no longer faint as readily as in the nineteenth century, they have adopted other devices for parading their fragility. "In this generation," he tells them, "your advertisement of a factitious delicacy takes the form of a hairlined eyebrow." The idea that women now like being able to work he considers an utter delusion. That many of them do work he admits, but that is merely because it has become impossible for these women to get men to support them; and every one of them wants to live as much like the women of leisure as possible, and to become a woman of leisure as soon as possible.

We suspect Mr. Stringer is largely right. There have been changes since 1900, but they have been changes affecting woman, not changes in woman. There have come to be female typists, because there have come to be typewriters. Men have ceased to give women seats in streetcars, because men have changed their feelings about women. Women could always have run typewriters if there had been any to run; and women could always have stood up in streetcars, if men had not thought that they should not be al-

lowed to. Ideas have changed, and the implements of production and distribution have changed, but the fundamental human characteristics do not change much in less than a century, whether they be those which are special to a sex or to a race or to a class.

The chief difficulty facing women at the present time is the result of a change of idea. In North America—outside of French Canada—the one function of which they have a monopoly, that of bearing children, is in disrepute, or at least is regarded as much less important than it used to be. Nations which occupy—and may one day have to defend—the finest areas of the earth's surface are afraid of overpopulation. We would rather have more machines than more men and women. This idea will not last, but in the meanwhile it obviously puts the child-bearing sex at a disadvantage.

The Two Kinds of Trade

THE economic life-blood of the world is trade; but we are beginning to discover at least one important difference between the circulation of the blood and the circulation of goods in commerce. The circulation of the blood is a natural circulation; it cannot be forced into certain veins and arteries and away from others. The circulation of goods may be natural, but it may also be so controlled as to be largely artificial. There is some reason to suspect that excessive control of commerce may produce somewhat the same result as excessive interference with the circulation of the blood, namely congestion and stagnation, leading to gangrene. But the evidence is not yet sufficiently conclusive to disturb those who do the controlling.

International trade may be carried on by the natural or the artificial method or by a mixture of both. Two countries which buy from and sell to one another because they like one-another's goods and ways of doing business are carrying on a natural circulation. Two countries which trade with one-another because one of them is able to impose its goods upon the other by political pressure or military force are carrying on a controlled circulation. The essence of their trade is domination of one country

by the other; the buying of one party to the trade is not natural and voluntary. There is a lot of trading of this kind going on in the world today, and there may be more next year.

The system is not new; it was carried on to a great extent by Great Britain in her colonial expansion period; but it began to go out of fashion when Canada, first among the colonies, asserted the right to tax British goods and thus to direct her own trade along the channels of her own choice. Since then until after the war the trade of the world was chiefly along natural, voluntary lines—so far as it was carried on between nations, though high tariffs sometimes produced a slight constriction of circulation around the borders of certain nations.

Today, as Professor Mackintosh pointed out at the Canadian-American Conference last week, a new world integration is in process of forming, and its nature is yet undetermined, and will be determined largely by the attitude taken by the United States. It may be a free-circulation integration, or it may be a domination integration, imposed by war or the threat of war. Canada led in converting domination into co-operation within the British Empire. Can the United States lead in doing the same thing in the world at large? Will China, for example, be permitted to buy where her own best interests counsel her, or will she be compelled to take everything she wants at the hands of Japan? Will the neighbors of Germany be absorbed into an autarkic system of which the Nazi power must inevitably be the one control, or will they be able to maintain the ability to trade freely with all who will buy and sell?

Such are the questions posed by Professor Mackintosh. The answers lie mainly with the Americans, though the effect of those answers may be even more greatly felt by Canada, whose external trade is so vastly greater per capita. The natural, co-operative kind of trading rests largely on the wise and free use of the world's gold supply; a nation without gold or the credit to obtain gold is a helpless victim of any more powerful neighbor. The worldwide restoration of a true co-operative international economy depends on the restoration to circulation of the one effective international money, without which trade can be noth-

THE FRONT PAGE

IT'S HOLIDAY TIME!

THE CALENDAR SAYS it's the first of July, the time for getting away from it all. Countless Canadians, seeking respite from European headlines and the old office desk, have packed their bags, parked the cat and the canary with unwilling neighbors and shaken the city dust from off their shoes. The worst crises they will face during the next several weeks will be occasioned by rowboats that leak, fish that refuse to bite and sleepless nights from sunburn and mosquitoes. In keeping with the mood of the moment are our Front Page pictures which—particularly those on the Left and Right—speak for themselves.

ing but barter and the seller dare not sell to anybody except the people who have the goods he wants to buy. The United States has the gold; it has the goodwill; has it the skill to lead the world out of its present miserable economic plight?

The Health Movement

THE movement towards a more active co-operation between the Dominion and the Provinces in matters affecting health seems to be making headway. There is talk of a national conference in the near future, which if held at all will be held under more promising auspices than any of its predecessors. Major Power, who looks after Health in the Dominion Cabinet, is both an active and foreseeing man himself and, what is perhaps even more important, a very popular man with his colleagues and with the House in general. There has been a much more understanding and progressive tone to debates on health in both the House of Commons and several of the Legislatures during the past year or two.

In Toronto the work of the Health League, whose function it is to guide and stimulate public opinion concerning all organized effort for improvement of the national health, has received a notable impetus recently from the adhesion of a group of energetic young men of means and capacity, who see in this one of the best available fields for public service. There is urgent need for more educational work in the rural parts of Ontario, where Premier Hepburn's stand for general milk pasteurization is meeting with some hostility. Summer visitors in the country can do good work both for the cause and for the health of their families by making it clear that they insist upon pasteurized milk for their families just as firmly when away from home as when in the city.

Why Not Camps?

WHY the federal Liberals should have allowed Dr. Manion to grab so excellent a political idea as labor and training camps for the single unemployed we confess that we are unable to see. The most plausible reason that presents itself is the fact that "camps" of a sort were a device of the Conservatives for dealing with unemployment during the last administration, that they were abolished by the Liberals when they came into power, and that therefore camps of any sort must be regarded as inconsistent with Liberal policy. This seems to us, frankly, to be absurd. The objection to the Bennett camps was not that they were camps, but that they were unduly military in organization, and that they paid far too little to the camp workers and their relatives for the work that was done in them—a work which has made it possible for Trans-Canada Airways to function at a very low cost for landing-fields. These objections could be readily overcome, and Dr. Manion seems to be prepared to overcome them. The Liberals when they closed down the camps announced that they were about to be rendered unnecessary as a result of plans for stimulating the private employment of labor; but statistics have made it amply plain that private employment is very far from being stimulated to the point of making all provision for single unemployed unnecessary.

There is another possible explanation of the Lib-

(Continued on Page 3)

THE PASSING SHOW

BY HAL FRANK

THE British Empire—on which the sun never sets and on which no other country ever sits without getting a letter of protest.

But if there were a God, wouldn't he see to the mosquito?
—O'd Doubting Manuscript.

And you will know it is Utopia, too, because nations will be as moral as they protest to be.

The forthcoming general election, our undercover agent reports, is not being looked forward to by politicians. They suspect it won't be as much fun meeting the general public as it was meeting the King and Queen.

Question of the Hour: Who's going to swim ashore for a can of gasoline?

A glance at feminine apparel at the holiday resorts is all that is needed to remind one that the dog days are here.

The trouble with Great Britain in cases like the Tientsin incident is that instead of adopting a good firm attitude she adopts a good form attitude.

Our forefathers established a reputation as resourceful pioneers, but we wonder what they would have done if they had come up against the summer cottage problem of two cartons of canned food and no can opener?

There is no doubt that girls are becoming more independent and resourceful. An observer reports an increasing number of them who are ready and willing to put a worm on a hook.

The Irish bombings in London remind us of another fundamental difference between Great Britain and Germany. In Germany the majority plagues the minorities. In Britain the minorities plague the majority.

Sees Danger to Empire if Ghandi Fasts Again.—*Toronto Globe & Mail*.
Ghandi shouldn't do so well either.

If he begins to complain about indigestion, you can feel pretty certain that his wife is away at the summer cottage.

Tientsin is pronounced Tinsin.—*Daily Press*.
And apparently because of that nasty Japanese blockade it is next to impossible to get anything at the five and Tientsin stores.

Recent explosions on a star have mystified astronomers. The basis of their mystification, no doubt, is the realization that it would be impossible for members of the Irish Republican Army to travel so far.

Esther says she never realized how acute the housing problem was until a flock of people came up to their summer cottage over the week-end.



Poles Ready for War Even If They Have to Fight Alone

Warsaw, June 20.

BY WILLSON WOODSIDE

THERE is a story going around here that is strongly reminiscent of the famous offer of Saxon Harold to the Norse invader at Stamford Bridge of seven feet of English earth. The Poles, so it goes, have agreed to give back to Hitler all that he had before the War. Yes, they are ready to give him back his paint, brush and ladder! And that is all. How refreshing the atmosphere here is after all the defeatism and doubt that have prevailed in face of Hitler's moves in other years. The air is absolutely clear; the attitude one of uncompromising defiance.

When the Fuehrer and his infallible Foreign Minister, flushed from their great victory over the Czechs in March, peremptorily "invited" Colonel Beck to come and make his settlement, and concentrated troops along the Polish borders, they mistook the people they were dealing with. They tried their game once too often and let themselves in for a show-down or a backdown, either of which promises to be equally uncomfortable for them. The Poles think it will be the former, but say that Hitler has already left it too late, that he should have struck last September, or in March, and that if he doesn't strike by October this year he won't be able to strike at all.

Poles Tough Customers

The impression one gains of the Poles is that they are tough customers. The very first one whom I asked "What will you do if Hitler starts a war?" answered without a moment's hesitation: "We'll march on Berlin." Well, I thought, it's a delightful idea, and I didn't discourage him, but privately I thought he was pretty cocky. But they all talk like that. And foreign observers here say that they're really not fooling, that they will attack the Germans, that cocky and egotistic as they are, they are also recklessly brave, as Napoleon registered in the phrase one hears so often these days: *sold comme un Polonais*. Brilliant, romantic, charming, bombastic, pugnacious and extremely nationalistic, the Poles continually remind me of the Irish, but they have more ambition and energy.

The motto of the army is "We don't count our enemies until after the battle." When you remind Poles that they are only 35 millions to Germany's 80, they say they will beat them just the same. When you show them on the map how vulnerable they are to German attack against Gdynia and the Corridor, against their heavy industry in Upper Silesia and Teschen, and against their right flank, from Slovakia, they point out how exposed East Prussia is, how they could cut into the flank of German attacks along the Baltic or out through Slovakia, how they would break through into Bohemia and raise the Czechs (whom they otherwise run down frightfully, probably with a bad conscience), and especially how close their western frontier brings their armies and bombers to Berlin, far closer than the Germans are to Warsaw.

Want to Get War Over

They are quite prepared to face Germany alone if necessary, and however pleased they may be that Britain and France have really made up their minds to resist too, they don't fall on your neck as an ally, but remind you rather coolly that they didn't ask for a British guarantee, but since Britain wanted to give it, then it had to be turned into an alliance on fully reciprocal terms. And if what you want in an ally is the certainty that he will fight, whether it is he or you that is attacked, then I would say that we could put our minds entirely to rest about the Poles. They have been wanting to get this war against Germany over with for about six years now.

As far as I can see there is not a trace of scare or nerves here. The searchlights may practise and planes roar above the city every few nights, as they are doing at this moment, and as they did at Gdynia, and a million men stand under arms waiting for an attack which almost everyone regards as certain to come as soon as the harvest is in. (There is a bumper harvest this year, both here and in Germany; the peasants remark that there also was in 1914.) Yet the country goes about its business, new buildings are started every day, and no one talks at all about the horrors of war.

Must Fight for Freedom

You see, the Poles always expected that they would have to fight Germany some day, as they had to fight Russia in 1920; it is the price of their independence. They are ready. They have six million men trained, they claim, and have rifles and ammunition for them. They have the strongest cavalry in

the world, and cavalry live off the land whereas Germany's mechanized equipment requires gasoline and roads, both scanty in these parts. The Poles have a little motorized equipment of their own, and the story goes that when the German military attaché mumbled at a recent review "What was the use of it on Poland's roads?" Marshal Smigly-Ridz blandly replied: "But *your* roads are excellent!"

Polish aviation is making rapid strides too, from all I can learn, and I have met several well-informed people in the commercial and military services. They say that their new "Hawk" will do 450 miles an hour and that the British have bought the licence to build it, just as the Bristol "Blenheim" bomber is built here on licence. It seems that there are five plane factories in operation here now, with a monthly production of possibly 100 units in all (they say many more). Even supposing they have half of the 2500 planes which aeronautical people claim and they are of the boasted speed and quality, that would be a formidable force. They also claim that sufficient armament industry has been moved from the extremely vulnerable Upper Silesian district to the new Central Industrial Region to cover their main munitions supply.

About the whole question of bringing Russia into the line-up behind them they are very diffident. They don't count at all on any aid from her. They won't let a single Russian soldier into their country, but if Russia offers them equipment they will accept it, while being prepared to see the supply cut off at a moment's notice, as has been the case in other countries which Russia has supported—until she found she couldn't gain control over their policy. They think that Russia's own national interest dic-

tates that she regard Poland as her western front against an enemy about whose aims she can have no illusions after the experience of 1918. But they profoundly distrust the part which Comintern policy still plays in Soviet affairs, and suspect the Bolsheviks of welcoming a war among the other European powers and being ready to provide fuel for the flames, while withholding their own forces to impose Communism on an exhausted Continent afterwards. Still the Poles don't oppose the British effort to get Russia's name on a pact. It is better to have her on this side than the other, even though they don't think she is of much account or will be a big factor in European politics for many years to come. Incidentally, well-informed political writers here now admit that Hitler tried in the not so recent past to bribe them to join in an attack on Russia, by promising them the rest of White Russia; and that failing, tried to get them to join in a common colonial grab against Britain and France.

Poles Want a Colony

The Poles talk a surprising lot about colonies, and have an active Maritime and Colonial League. They are convinced that they need a colony, as a population outlet and source of raw materials. But a mandated territory would do them quite well, and they seem to believe that one may turn up in the next sharing around.

Speaking of "sharing up", the rules in this part of Europe have always been that the winner gets the spoils and the loser the knout, and the Poles show no indication of viewing the outcome of the next war, if Germany forces it on them in an attempt

↑ THE PICTURES ↓

THE ANNUAL TRAINING AT CAMP of the Canadian Militia is now in full swing across the country. Here are troops of the 6th Infantry Brigade of Toronto embarking for a week under canvas at the historic military training ground of Niagara-on-the-Lake. LEFT, Lieut.-Col. R. C. Merrick halts The Queen's York Rangers (1st American Regiment), the machine gun battalion of the brigade, just before embarkation. RIGHT, a view of the ship crowded with troops as it pulled out from the wharf. All units of the Militia are now required to take a week's camp training each year in addition to activities at local headquarters.

to grab their territory, in any other way. They don't doubt for a moment that they will win, and by a knockout. Then Poland is going to be restored to her proper borders. I only wish that Hitler, Rosenberg and Co., who have spent so many hours of pleasurable anticipation improving on the plans prepared by Ludendorff at Brest-Litovsk for this region, could have been with me this afternoon while a fiery Polish nationalist, who formed a Polish legion in Toronto during the last war and led them to the Western Front, showed me on the great time-and-finger-stained map on his living-room wall the "real" boundaries which he had drawn in for Poland. Under the spell of this toughest of all the customers I have met here I could almost feel sorry for Germany already. Which is of course just what the Poles can't understand about the British, who "ruined" the last peace settlement by being soft to the Germans.

While One Remembers

BY JOSEPH LISTER RUTLEDGE

There is the story of the very young boy who on one of the northern stops of the Royal Train approached Premier King, announcing in confident assurance: "I know who you are. You're the King." Smiling the premier took the small hand. "No, I'm only Mr. King, but I'll take you to the real King." But when the King actually spoke to him he had no ready words, as he had for the King of his imagination. He could only cling speechlessly to the Premier's hand. Somehow, young as he was, he could still sense that intangible something that is the peculiar quality of our kingship, that something that has in it the story of all our past, the hope of all that is to come. But he will remember, this little lad, that one day, while he held the hand of a prime minister, a king talked to him.

Yes, he will remember, and tens and hundreds of thousands of other young Canadians will remember with him. There will be older folk who will remember too, old men, crippled men, men of dusty importances; but they will remember for themselves, and it is our

hope and belief that the young will remember for us all.

WE OF the democracies have talked a great deal of youth, but we have not quite realized the import of our words. It has been left to the despots to teach us.

Bolshevism started out to crush the church because Christianity was an enemy of their doctrines; but they found it, as in all ages, armed against persecution. But it was not armed against the assault of youth taught to revile it. So Bolshevism let the old and the middle-aged go to church unhampered, and watched indulgently while youth cast mud at the churchgoers. In youth's disavowal they found their potent weapon.

You could not regiment the world to war again. Middle-age was too fatally wise, too thoughtful to be caught by plausible doctrines. Let middle-age go its way. So that it obeys the law it can think what it pleases. But for the youth, camps and the youth organizations. They can be taught that the world is against them. They can be fed the mad-dog doctrine that might is the only right.

But force operates in all directions, and what can be trained for evil can also be trained for good; and we in Canada have a great hope; for we have youth remembering, with a remembrance that is all good. Nothing is ever lost while one remembers; and youth has seen a vision and dreamed a dream. The vision of an Empire personified in a young king, so warmly understandable that the vision must be good—a dream that somehow, somewhere in this vision they have a part. There is a long, long time for remembering for hearts that are so young. And we have seen a seed sown these days, and we may yet live to glory in its fruit.

There are problems before us in this land, that we must overtake before they overtake us. We have hoped for a remedy from among ourselves, but we elders are too close to our errors, too much a part of them. We have let sectionalism divide us, and prejudice and unwise doctrine and selfish interest step in to break down the goodwill that once was ours.

But here are the young with their remembering, and the years before them to live out their dreams. The boys and the girls of French Quebec, of the Prairies, of the Maritimes both East and West, and of Old Ontario. In their hands are the issues of tomorrow; and all of them have felt the high lift of the same unselfish emotion.

There is our hope, that out of an enthusiasm born in them, because, through Royalty, they have caught a vision of how royal a thing is service, they may find a way to make this country, once again, one and indivisible.



BOY SCOUT BUGLER at King's Birthday Celebration, Hamilton. Taken in the light of the great bonfire on the Mountain brow, by William Swanborough, 22 Baker St., Hamilton.

The Right Arm Of The Dictators

BY E. E. P. TISDALL

Editor of "I Was a Spy," the celebrated War memoir and film; author of the sensational "Queen Victoria's John Brown."

THE leaders of the French Revolution discovered in 1789 that Terror is the cheapest and most efficient weapon of despotism. Armed with a secret police capable of utter ruthlessness, the tyrant holds in his hands a weapon more fearful than the machine-gun or the bomb; it is a weapon against the soul.

The existence of a secret police makes a man afraid of his own brother, afraid even to talk to himself lest a whisper be overheard by a spy, afraid even of a shadow. He becomes clay in the hands of the tyrant; fear moulds him to the form desired by those who rule.

Few forces of secret police have played a greater part in moulding their country's destiny than the G.P.U., or the Ogpu, as it is more often called, of Russia. A secret political police is no new thing in Russia. Under the Tsars there was the organization known as the Ochrana. With the triumph of the Revolution its officials transferred their allegiance, and during the Red Terror the Ochrana became the Cheka. Organized first merely as a revolutionary weapon, it became indispensable to the existence of the Soviet. It grew more and more powerful, its net spread further and further afield, Russia became a police state ruled and run by the intangible, invisible Cheka.

Although the dissolution of the Cheka was hailed throughout Russia with great joy, the secret police did not by any means vanish; they merely changed their names. The Cheka became the Political Administration of the State, of which the initials in Russian are G.P.U.

Suave and Polite

The thriller-reader and lover of sensational fiction pictures the officials of the Ogpu as degraded, brutal, ill-favored individuals, wearing belts crammed with revolvers and knives. But the members of the Russian secret police are far more sinister than such melodramatic figures could ever be. They are quiet, suave, polite, extremely courteous to strangers, and go about all their business silently, efficiently and unobtrusively. But they are ruthless. Pity is not in them. They are smooth-working machines of Terror.

The Ogpu can search and arrest without warrant. Its arrests are always carried out so swiftly and



PROGRESS IN CHINA

secretly that a suspect can be snatched out of a crowd to disappear forever without those nearby knowing what is afoot. House searches are made at night and always in perfect silence. Moreover, the Ogpu has its own private army, called the Chron, which consists of about 50,000 Communists, chosen for their fine physique. The Chron supplies frontier guards, bodyguards for Stalin and other leaders, makes raids, suppresses strikes, and supplies recruits for the Ogpu itself.

The Ogpu has three main sections. They are (1) the section of Political and Economic Espionage, (2) the Military Section, and (3) the Foreign Section. The first section is divided into three sub-sections. The first, the Operative Secret Section, deals with internal affairs and spies upon high officials. It was responsible for all the recent "purges" in the ranks of the higher Soviet officials. The second sub-section is the Bureau for the Supervision of Correspondence, which is self-explanatory, and the third, the Section of General Information, is a huge filing department in which are kept the

records of the careers of countless thousands of Soviet workers.

The Special Military Section keeps its eye on the army and through a network of spies knows the very thoughts of every officer and man in the vast Soviet military machine. The Foreign Section is the "Secret Service" for spying abroad. Finally, the Ogpu contains deep in its inner mysteries a "Provocation Department," a despicable body whose duty it is to incite to treason those whom the Soviet wishes to destroy.

Rival Police Forces

In the Wilhelmstrasse in Berlin there stands a fine building which was once the old Prussian Parliament. It is now the headquarters of the Gestapo, the secret police of National Socialism. Originally the "Geheimes Staats-Polizei," or Gestapo, was instituted to destroy the growing power of the private police, the "Hilf-Polizei," raised by Roehm, one of Hitler's early supporters, and it succeeded on that night of terror, June 30, 1934, when its members shot down in cold blood Roehm and over 150 other insubordinate Nazis.

Since that day the Gestapo has become, under the leadership of Herr Himmler, one of the internal mainstays of National Socialism. Its duties are to safeguard the stability of the State, to suppress dissensions within the party, and to fight anti-Fascism.

The Gestapo works on very much the same lines as any other secret political police, but while the secret police of Russia and Italy use death as their main weapon, their German brothers have little of the silent finesse of either. The Gestapo instils fear by beatings, bludgeonings and disgusting tortures in concentration camps. It is altogether more brutal in its punishments though it is just as efficient in spying and combing the secrets of the people's hearts.

It is not generally known that there is yet another secret police in Germany, the "Überwachung und Schlichtungs Abteilung," generally known as the Ueschla, which has little to do with affairs outside the Nazi party. Under its chief, Col. Walter Buch, it maintains a system of super-espionage within the Nazi ranks. It watches all Nazis and it watches the Gestapo. It spies upon the most highly placed officials in Germany; even Herr Himmler's movements are noted and recorded in the files of the Ueschla.

Widespread Spying

The secret political police whose net spreads the farthest over the earth is the Organizzazione Vigilante Repressione Antifascismo, the Italian Department for the Supervision and Repression of Anti-Fascism, more shortly called the O.V.R.A. It was instituted in the early days of Fascism for the suppression of opposition, a work it carried out with efficient ruthlessness, killing, maiming, transporting, "castor-oiling," and beating up all who stood in the path of Fascism. It used every means for crushing its enemies from the smashing of printing machinery to assassination.

Mussolini himself has declared that "Terror is a necessary instrument in a determined phase of the Revolution," and terror is one of the principal media of the O.V.R.A. This organization is very similar to the Ogpu and the Gestapo in its methods. Beyond its own ranks it employs armies of spies in every walk of Italian life. As in other countries under dictatorship, political conversation hardly exists in Italy, and so widespread is the net of the O.V.R.A. that ordinary people make a rule never in any circumstances, even in the most innocent way, to mention the name of Mussolini.

There is, however, one salient point about the O.V.R.A. which distinguishes it from all other police forces of its kind. It pursues its victims beyond its own frontiers with all the fury of hatred. The publication of correspondence between Mussolini and Primo de Rivera, the former Spanish dictator, which was brought about by the action of Ricciotti Garibaldi, grandson of the "Liberator," revealed that Europe contained a large number of Italian spies and provocative agents co-operating with the O.V.R.A. Even after his escape from Italy, the ex-Premier of Italy, Signor Nitti, found that agents were continually trying to embroil him in plots so that the French government would be forced to deport him.

Carlo Rosselli was assassinated in France by agents of the O.V.R.A. after escaping from an island prison where he had been sent for anti-Fascist propaganda.

Some few years ago an exiled Italian journalist named Cianca, living in Belgium, was arrested by the Belgian police "on information received" and was charged with being in possession of dynamite, a revolver and various seditious papers. All these things had been "planted" on him by agents of the O.V.R.A. for the purpose of getting him deported, and it was only with very great difficulty that Cianca proved the attempt to "frame" him.

Always
Ready to Serve

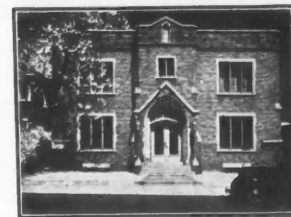
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Upon its own soil the O.V.R.A. works on less sensational but none the less efficient lines. It acts so silently that Italians themselves hardly ever hear of its existence. Arrests are carried out so secretly that they become "disappearances." Those who have made themselves obnoxious to the state in any way are spirited away to secret tribunals. Thence they disappear into gaol or to one of the penal islands maintained by Italy in the Mediterranean. Hardly ever are political arrests and trials mentioned in the press, and when the offender is sufficiently well known for his sudden disappearance to cause comment a brief note in an obscure part of a newspaper tells, some months later, that he has been arrested for "treasonable activity."

The O.V.R.A., too, employs the *agent provocateur*. When some enemy of Fascism is too cunning to allow his words or acts to betray him the O.V.R.A. tries to tempt him into treason through the agency of a spy. If he falls into the trap he swiftly vanishes to prison or death. Such cases are rare in Italy today, Fascism has crushed both its direct enemies and its moderate critics alike.

The Front Page

(Continued from Page One)

eral apathy. It is that the Government may figure that nobody cares enough about the single unemployed to switch a vote on their account, except the single unemployed, and most of them have lost their votes by transiency anyhow. It may also figure that the few who do care will not all switch to the Conservatives anyhow, since some of them may vote C.C.F. And for the purposes of the next election this figuring may be sound. For the long run we are more than doubtful about it. There is a tremendous moral awakening due in this country before long, which may sweep more than one political party into the discard.

Not Like Business

THE Canadian Broadcasting Corporation is operating simultaneously two entirely different methods of collecting the license fee to which it is entitled from those who operate receiving sets in Canada. It sends a bill from its head office in Ottawa; and it sends a man who goes from door to door demanding license fees. There would be no objection to this, if the Corporation would let its right hand know what its left hand doeth; but it does not. The man who comes to the door has no knowledge whatever of the license fees which have been sent to Ottawa in response to the demand by mail. And presumably also, the man in Ottawa—though this is less important—has no knowledge of what fees are being collected by the man on the street.

The door-to-door collector has, or assumes to have, the right to demand production of the receipt for the license fee if the fee has already been paid to Ottawa. If the people who happen to be in the house when he calls cannot find it—which can scarcely be unusual, since he calls during the day, when the man of the household, if he has income enough to pay a radio license, is probably out at work—he reports the matter to somebody downtown who has a telephone, and that somebody telephones, also during the day, to demand the number of the license receipt. It all seems very unnecessary, complicated, confusing, annoying, and if we may say so, inefficient. If any private institution were selling the privilege of listening to radio in Canada and adopted this method of collecting the money for it, it would speedily find itself out of business. We realize that governments do not have to employ salesmanship, except for export business where their authority as a government does not run, but we still think that they are well advised when they employ as much as they can of the methods by which ordinary business tries to recommend itself to the good graces of its possible clients.

FROM WEEK TO WEEK

You Can't Conscript Wealth

BY B. K. SANDWELL

THERE is going to be a lot of talk between now and the next general election, both in Great Britain and in Canada, about things which do not mean anything. If the electors know that they do not mean anything, no great harm will be done. If the electors think that they mean something, and that the politicians are going to do something about them, the electors are bound to be deeply disappointed, and a great deal of harm will be done.

Mr. Woodsworth has been talking very earnestly about the necessity for accompanying conscription of man-power with what he calls conscription of wealth. Mr. Woodsworth is a socialist, and conscription of wealth with him is merely one name for the process by which all wealth—barring the "family farm"—is ultimately to be transferred by a socialist government from private ownership to public ownership. That process is the objective at which Mr. Woodsworth aims in any event, war or no war, and he uses the term merely because some voters who might not fall for the idea of socialization of wealth under ordinary circumstances may be led to approve of it in war-time if you call it conscription of wealth and suggest that it is a logical parallel to conscription of man-power.

The Hon. Ian Mackenzie, who is somewhat more important because he is a minister in the Dominion Government, talks about the necessity of capital and industry functioning for the defence of Canada "on the same basis as the young man who offers his life—on the basis of decent maintenance—no more."

Mr. Mackenzie talks to wealth like a recruiting sergeant looking for voluntary enlistment. Mr. Woodsworth like a conscription tribunal applying the force of compulsion. Otherwise they are both the same. They both suggest that there is a parallel between the service rendered by man-power in war and the service rendered by capital and industry in war; and in so doing they are both talking the purest rhetorical guff.

The "Duty" of Capital

All these high-sounding phrases about the duty of capital and industry do not mean anything at all. Capital and industry have no duty except that of making for themselves a lawful profit. If it is essential to the interest of the state that capital and industry should do certain things, or abstain from doing certain things, then it becomes the business of the state to compel them to do or to abstain as the case may be. It is not the slightest use for ministers of state to go around lecturing capital and industry about their duties and the dictates of honor and patriotism. Individual capitalists and industrialists may obey those dictates, but capital and industry as a whole never will; and those who obey will in the long run be crowded out of business by those who do not.

Mr. Mackenzie's speech was all of a piece with his Government's gesture in threatening to see to it that profits on munition contracts shall never exceed 5 per cent. They both sound very noble and beautiful; but we have not the slightest belief that any such limitation of profits will ever be effectually carried out, in the sense of preventing munition makers from pocketing more than 5 per cent. on the real sum total of the investment that they have at risk. If any such limitation were successfully carried out, we do not think there would be anybody contracting to make munitions; for the sufficient reason that the making of munitions is a very risky and precarious business, and that 5 per cent. is nowhere near an adequate return to compensate for the risk and to reward the high skill of management which is necessary for success. The British government, which is both more sensible and more experienced,

has contented itself with undertaking to exact a heavy tax from all profits in excess of a certain rate upon the capital investment; and even this comparatively mild limitation we expect to see evaded in a good many instances.

The Human Sacrifice

The sacrifices which are risked by the men who do the actual fighting are loss of life, loss of limb, loss of health, and loss of earning power. None of these can be computed in terms of money, except the last. The sacrifices which Mr. Mackenzie suggests ought to be incurred by capital and industry cannot be expressed in anything but terms of money; they amount to the making of a smaller profit than might be obtained in some other line of activity, or the acceptance of an actual loss. We can see no reason why those forms of capital which are engaged in the actual production of the munitions of war should be expected to undergo a loss, or a diminution of profit, during the war as compared with other forms of capital. We can see no reason why the manufacturer of shells or of army boots should have to put up with a profit of 5 per cent. while the manufacturer of the gum which the army chews while marching is free to make 10 per cent. and the manufacturer of the mouth organs which it plays when not chewing is free to make 15 per cent. There is nothing specially reprehensible about the manufacture of munitions; it is as legitimate a business as any other, and as much entitled to a fair profit. There is no reason for any discrimination in connection with it. What the state should do is to tax it, and all other forms of capital activity, with increasing severity as the profits rise above whatever may be considered a normal compensation for the risk of the special enterprise.

Nor do we like the idea of talking about capitalists as if they were a distinct element among the male population of Canada and had a distinct and purely financial duty in connection with its defence. Even under a voluntary system of enlistment, capitalists of fighting age have usually accepted their full share of the risks of military service along with proletarians; and the first requirement of any conscription system is that it should make not the slightest distinction between members of different economic classes. Once an army is at the front, it has never been found that the enemy's shell avoids the young millionaire while destroying the proletarian.

The Sentimental Mood

The one respect in which wealth does make a difference in sacrifice is in the matter of loss of earning power. The wife and children of a wealthy casualty are obviously not called upon to give up so much as those of a proletarian casualty. It is the business of taxation to remedy this discrepancy so far as possible, by insuring an adequate allowance to the dependents of all those whose earning capacity is destroyed or impaired by military service. This has never been completely done in the past, and will perhaps never be completely done in the future, but we fancy it will be at least better done in the next war than in any previous one. But this has nothing to do with profits on war contracts. The idea that a munition maker who does not go to the front is putting himself on an equality with a bricklayer or a typesetter who does, merely by allowing two or three per cent. to be lopped off his possible profit, would be too preposterous for serious consideration, if we were not in a sentimental mood in which big-sounding words befuddle us and prevent us from noting that there are no reasonable ideas attached to them.

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Mr. King as Issue

BY ANOTHER VOTER

THE foremost fact, or factor, in the present federal political situation is the general popular dissatisfaction with the Mackenzie King Government. It is so outstanding that it confronts one wherever one turns. It is so predominant in the situation that it is bound to influence profoundly all other factors. No analysis of the otherwise somewhat confused condition of our federal politics that fails to take this factor into account can be regarded as a reliable guide. The writer, "A Voter", who in these columns recently took the political situation apart and put the parts together again in such a manner as to leave Mackenzie King still Prime Minister after the impending general elections, with a reduced majority in the new Parliament, ignored this dominating factor. Because of that his analysis falls, and his conclusion with it.

But I think I understand how "A Voter" came to make such a fatal error of omission in his diagnosis. It was inherent in his identity. At first I thought "A Voter" must be Mr. Mackenzie King himself, since no other student of our politics could be so ignorant of the popular dissatisfaction with his Government. I quickly realized, however, that "A Voter" had discussed the situation with a lightness of touch of which the Prime Minister would be incapable. Then I thought it might be Senator Norman Lambert, Liberal organizer, trying to make the best of a sad situation. But Senator Lambert, of course, would not be admitting, regardless of his private convictions, that his party was even going to have its majority reduced. With these two interested parties eliminated, I knew at once who "A Voter" was. He could be none other than Mr. Laissez Faire. No one else could analyze the political situation as "A Voter" did, arrive at the same conclusions as to the outcome, and be so complacent about it. Indeed, "A Voter's" analysis might be regarded

as an extended definition of the term "laissez faire" as applied to Canadian politics. Laissez faire requires the continuance of the Mackenzie King Government in office, and with a reduced majority so that it is forced to keep to the middle of the road until public opinion pushes it off it.

Now It's Translated

Canadian voters in the mass, however, are not of laissez faire persuasion. True, in 1935, they returned Mackenzie King with the biggest majority in history in face of Bennett's tiresome warnings that Mackenzie King and the Liberal Party were committed to a laissez faire course. But then they didn't know what Bennett was talking about. Not one in a thousand who marked ballots knew what laissez faire meant. After four more years of experience with it they have, by 1939, formed their own conclusion as to what it means. Their conclusion is based on the association of ideas. If Mackenzie King's course in the last four years has been, as Bennett warned it would be, a laissez faire course, then, in the popular mind laissez faire has only one meaning — letting public problems solve themselves. The sovereign elector stared blankly four years ago when Bennett attempted to stigmatize Mackenzie King as a laissez faire leader; this year, when Dr. Manion labels the

TRIBUTE TO A JUSTICE

The *American Bar Association Journal* for June contains the following tribute to the Hon. William Renwick Riddell, Senior Puisne Justice of the Ontario Court of Appeals. It was written by an officer of the Court on the occasion of the Justice's eighty-seventh birthday.

THE Psalmist says three score and ten is span of life for mortal men; But when one reaches eighty-seven, He surely must be blessed by Heaven; And when such man is keen of mind, A genial soul and wondrous kind, We all with one accord do pray For many returns of natal day.

Prime Minister a do-nothing leader the sovereign elector will look alert, hearing the echo of his own thought.

The political analysis by "A Voter" patently is based on the assumption that the public is as complacent about the "let the problems solve themselves" policy and practice of the Mackenzie King Government as he himself is. Manifestly the public is not. The public is not content, as "A Voter" confesses himself to be, with Mackenzie King's handling of our relations with other nations of the British Commonwealth, with tariff tinkering that disturbs industry but does not destroy it, with gestures about economy that leave taxation at the same high level, with denial of leadership as the only cure for "sectional jealousies and hatreds", with socialistic state ownership of the Bank of Canada on the one hand and adherence to "sound money" on the other. The public is not so tolerant as to assume, as "A Voter" does, that the Mackenzie King government in a new Parliament would profit by its mistakes in this Parliament. "A Voter" recognizes the general character of these mistakes: that of going a little distance in every direction in an attempt to appease everybody but not going far enough in any direction to satisfy anybody. Old John Public recognizes it too, and is fed up. He might be willing to forgive Mackenzie King his mistakes, as he has so often forgiven in the past, if they were mistakes of courage and conviction. He is tired of half-hearted mistakes, even of half-hearted correctitude. He wants a run for his money, win or lose.

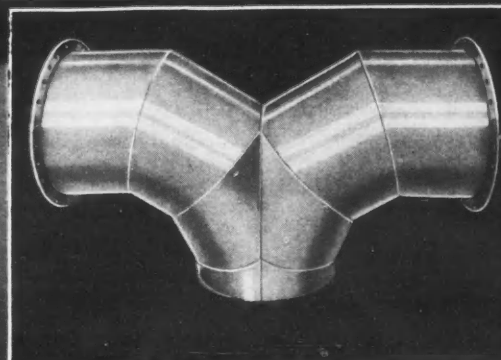
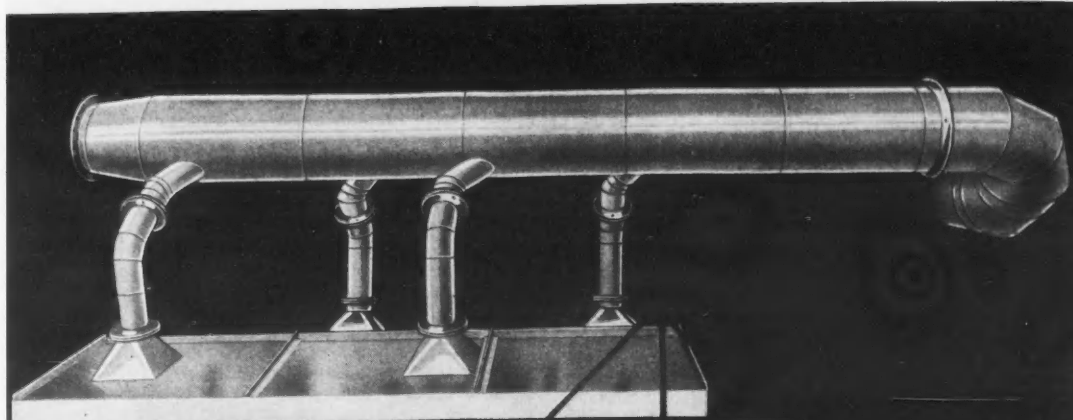
Public Impatience

"A Voter" sees the ballots that the Mackenzie King government loses in the coming election as going mainly to the left-wing bidders. He sees it that way because of his failure to realize the extent of public impatience with the government. The recent session of parliament has inflated that impatience to such an extent that it is the principal force to be reckoned with in the coming election. The primary thought of the average voter is that this government has done nothing during a period when so many things were in need of doing. In relation to the election that primary thought undoubtedly will be translated into a primary determination to get rid of the Mackenzie King government.

How is he going to accomplish this? Not, surely, by voting for third parties, or fourth or fifth or sixth parties. The voter knows this. He is likely to be wiser when his impatience and anger are aroused than when demagoguery makes sweet music to his ear. There is only one effective repository for the popular displeasure with the King Government and that, whether you like it or not, is the Conservative party. The voter knows that the only way he can put the King Government out is to put the Conservative party in. He may think—many doubtless do—that there is not much difference between the two old parties. But he is not going to dwell on that thought. He is not immediately concerned about the two parties, but only about the one party, which, as represented by the Government at Ottawa, has

(Continued on Next Page)

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WEEK IN CANADA

Praised:

RODRIGUE CARDINAL VILLENEUVE, Archbishop of Quebec, by Pope Pius XII at Vatican City in a speech delivered June 13, but which was made public only last week. The speech was originally made on the occasion of the Cardinal's visit to Rome after representing His Holiness at the Joan of Arc festival at Domremy, France. Said the Pope: "The dazzling success of your mission has delighted without surprising us. At Lourdes, Lisieux and Paris we have already learned what kind of welcome France gives to a papal envoy—even though he be not the one who was called at Domremy the 'ideal legate'." (Pope Pius XII, as Cardinal Pacelli, visited Paris and Lisieux in 1937 as envoy of Pius XI). In thanks: "First of all, my dear eminence, who contributed the purple splendor of Rome, the fragrance of Canadian fidelity and the charm of an eloquence truly French..." Four days later Cardinal Villeneuve presided at ceremonies at Lyon, France, closing the 3-day religious congress dedicated to the Virgin Mary. With him were the Archbishop of Lyon and the Archbishop of Paris.

who was called at Domremy the 'ideal legate'." (Pope Pius XII, as Cardinal Pacelli, visited Paris and Lisieux in 1937 as envoy of Pius XI). In thanks: "First of all, my dear eminence, who contributed the purple splendor of Rome, the fragrance of Canadian fidelity and the charm of an eloquence truly French..." Four days later Cardinal Villeneuve presided at ceremonies at Lyon, France, closing the 3-day religious congress dedicated to the Virgin Mary. With him were the Archbishop of Lyon and the Archbishop of Paris.

Laid:

AN EGG on the electric stove in the Public Utilities Building in Blenheim, Ont. Several days ago a pigeon was found sitting at the entrance to the Public Utilities Building by an employee who took it inside. It was quite tame and, after being fed hopped over to an electric stove and laid an egg. After it had abandoned the egg, the bird was allowed its freedom. A day or so later it returned. It sat in front of the office until the door was opened, then flew in, lit on the stove and deposited another egg. Now employees of the Blenheim Public Utilities are trying to convince sceptical listeners that the bird thought the electric stove would make a good incubator.

Dubbed:



Knight, SHULDHAM REDFERN, secretary to Lord Tweedsmuir, Canada's Governor-General, on the Royal train somewhere between Truro and Halifax, N.S., two weeks ago. But it was only last week that the full story was made public. When King George gave the customary taps on the shoulder and said "Rise Sir Shuldham," it was the first time that such an honor had been conferred personally on this side of the Atlantic. And, as far as is known, it was the first time that such a ceremony ever took place aboard a moving train—or any other train for that matter. Personal investiture has been infrequent: in recent years such honors have been conferred mainly by notification. And because Sir Shuldham, Knight of one week's standing, is a citizen of Great Britain, he does not fall under the Canadian ban against titles being accepted.

Served:

MILK ON THE hoof at the dance hall in Collingwood, Ont., one night last week. A crowd of hungry and thirsty dancers were waiting for supper. Coffee was aboil, sandwiches were waiting and the cake was cut ready to be served. But somebody had forgotten the milk. Solemnly, with no fuss, and making no promises, two ingenious Blue Mountain boys



set out to save the day. Out of the dance hall they stalked. In a few minutes they returned with a placid-eyed matronly Jersey cow. Straight to the centre of the dance floor went the little procession of three. There and then the cow was milked while the crowd stood around in noisy admiration. Then bossy was returned to the field and supper was served. With milk in the coffee.

En Route:

W. C. BAILEY, octogenarian bicyclist from Burlington, Vermont, to visit his granddaughter in Chicago, Ill. Last week he crossed the border at Pres-



cott, Ont., pedaled merrily along the highway, his face resolutely set Chicago-wards. A few years ago, when he was 79, Bailey was very ill. In his delirium he kept calling for a bicycle he had seen in a mail order

catalogue. His nurse promised him one, and when he recovered, it was forthcoming. So at 79 he mastered the bicycle and since then estimates that he has ridden about 17,000 miles. On occasion the age-defying cyclist has made as high as 73 miles a day. Usually, however, he bowls along at a modest 50 to 60 miles per day. On his present trip, Bailey is breaking in a new bicycle which is equipped with large tires and a speedometer. This, he thinks, might slow him up for awhile, but once he gets used to it, he expects to give trucks and buses a race. Given time, and a little more condition, he thinks only the faster cars will be able to keep pace with him.

Related:

At Washington, D.C., the Tale of the Week. It concerns JOHN NANCE "CACTUS JACK" GARNER, Vice-President of the United States and His Majesty King George VI. His Majesty and Garner took to each other from the first. Whenever they could, they chatted together and when the King left Washington, Garner put his arm around his shoulder and told him how much he had enjoyed those chats. He considered the King a "mighty fine feller." Speaking to the King in the presence of President Roosevelt at the White House, Garner aimed a joke at "the boss." Said he to Britain's sovereign: "Why, I believe you have a more democratic system of government over there than we have. The sovereign is a symbol, and when you have a vote of confidence in your legislative body if it goes against the Prime Minister he resigns, and has to have a general election. But over here he just hangs on." Both the President and King George joined in the laughter.

Touring:



TWO "WALRUS" AMPHIBIAN FLYING BOATS attached to H.M.S. *Berwick*, flagship of the Atlantic-West Indies Squadron, which is docked at Quebec. The two great grey-colored ships are on a good-will flight which takes in Ottawa, Trenton, Windsor, Hamilton and Niagara Falls. Ont. In Toronto the crew of 6, under the command of Lieut.-Commander J. C. Cockburn were greeted by civic and naval authorities, lunched at the Naval Reserve headquarters. Day previous to the Toronto visit, one of the ships had damaged a propeller at Hamilton, Ont., which forced it to wait there while a replacement was rushed from the *Berwick* at Quebec. A Windsor visit was cancelled because of the mishap, and Trenton, Ont., saw but one of the two seemingly unwieldy ships. Both warplanes visited Toronto, wheeled around in salute over Toronto's island airport as they took off, and headed eastward for Quebec and the *Berwick*.

Exposed:

As a sissy, "ARCHWORTH THE EMU," largest bird in Toronto's Riverdale zoo, Archworth stands over 6 feet, and asks only to be left alone. But 2 geese, spotting the weakness in Archie's "appeasement policy" have undertaken to make his life miserable by constantly harassing him. And Archie, who does not know his own strength, resorts to his great speed to elude his tormentors. Says Bob Lindsay, old-time zoo-keeper of his docile charge: "He is a very inoffensive fellow, always minding his own business and keeping out of trouble. But for some reason these two geese have taken a dislike to him and chase him all over the pen." But never once has Archie buried his head in the sand in the traditional ostrich manner. "He relies solely on flight, which was proved in his duel with the geese," explains Mr. Lindsay.

Mr. King as Issue

(Continued from Page 4) just been failing him. The Conservative party is the only available channel through which he can visit his wrath on Mackenzie King.

"A Voter" doesn't think much of Dr. Manion's performance in the Conservative leadership. He hasn't seen much of it yet. Wait until that happy warrior gets out on the hustings, until the style of performance that earned him the admiring nickname "Fighting Bob" comes into play. Wait until the public comes in contact with a "common touch" as appealing as when it was exercised by Macdonald or Whitney or Ferguson. If I know Manion, and I think I do, the stamp of leadership will be on him long before the election campaign is over. Those who followed him in the House of Commons during the recent session are satisfied it is on him now. But what chance was there for it to show in a session like that? Mackenzie King engineered that session to his



CARTOON OF THE WEEK: As John Bull faces trouble on all fronts, Les Callan in the Toronto *Daily Star* comments ruefully: "The Sun Never Sets".

own ends—even though those ends seem now almost certain to elude him. What showing could an Opposition of 38 members be expected to make in a politically-organized session against a ministerial party of nearly 180?

The C.C.F. will make some gains in Saskatchewan and may pick up a seat or two in British Columbia. Elsewhere, outside of Alberta where Social Credit still dominates, hardly any attention is being paid to the left wing parties. Witness the Herridge flop. He is the most seductive of them all, but who is going to vote for him? He hasn't a fraction of the organization or the press notice that Stevens had in 1935, and Stevens didn't elect a candidate other than himself. With the humor of the public what it is, the variegated third parties will not be the factor in this election, outside one or two restricted areas, that it appeared some time ago they might be.

How to Discipline

Consider that dissatisfaction with the present government is country-wide, that there are indications that it is almost as general in the Maritimes as in Ontario, in Quebec as in the angry Prairies. Consider, too, the record of other elections. When Canadian voters set about disciplining a government they don't do it in any half-hearted way—as "A Voter" thinks they will in the case of Mac-

COTTAGE CALCULATIONS

LET'S see, we'll need ice and bread (Was it "golf balls" Junior said?)—Better get some laundry soap (The men will want mosquito dope)—Sixteen jars seems quite a lot (I guess we'll really need that cot)—Khaki clothes are in those things (Sister asked for water-wings)—Egg and milk are at the farm (Extra blankets do no harm)—Fishing tackle, camping stuff (Will those old dishes be enough?)—Hammock, pillows, sun-burn lotion (Where the paint is I've no notion)—There—that's all I need remember Anyway—till next September!

JACK EWING.

kenzie King by cutting down his majority. They make a job of it as they did with the Mackenzie King Government in 1930 and the Bennett Government in 1935. In the election of 1925 the public was largely indifferent; in that of 1926 their principal concern was for stable government of any kind.

Thousands and thousands of Conservatives voted against their party—for Mackenzie King or for Stevens—in 1935, for reasons that then seemed good to them. Those reasons have disappeared. They are still Conservatives. It is a reasonable assumption that the Conservative Party will have its normal strength in this election. On top of that, thousands and thousands of people who have no particular regard for the Conservative Party must vote for it if they are to give effect to their undoubted impatience with the Mackenzie King government. Those are the votes that should decide the election.



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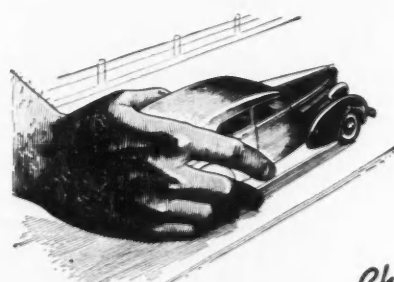
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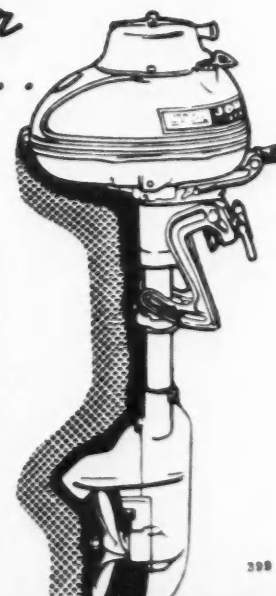
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THE LONDON LETTER

Max Beerbohm Becomes a Knight

BY P.O.D.

London, June 12, 1939.

BIRTHDAY Honors with the King away are a little suggestive of "Hamlet" without the Prince. But, after all, it doesn't mean anything more than that the fortunate gentlemen who have been selected for the List will have to wait until the King comes back before they can get their accolades and all the ceremonial rest of it. What a lot of pawing of the ground there must be, while the war-horses are waiting for their gilded harness!

Incidentally, it is a nice question whether a knight-designate is really "Sir William" or just plain "Mr. Smith," let us say, until such time as he has dropped as gracefully as he can manage on one knee in the royal presence, and been patted on the back with the magic sword that causes rather ordinary politicians and business men to rise up as figures of ancient chivalry. Such, anyway, is the intention.

In this connection there is a very pleasant story told of Max Beerbohm, whose half-brother was, of course, the famous actor-manager, Sir Herbert Beerbohm Tree. And Sir Herbert was as large and impressive, almost august, as Max is small and shy and elusive. When Beerbohm Tree's knighthood was announced, but before he had been given the accolade, a gushing lady was talking to Max about "Mr. Tree—or should I say Sir Herbert?"

"Ah, madame," replied Max with suave solemnity, "in the mind of the great British public he will probably remain Mr. Tree. But in the eyes of his Maker he has always been Sir Herbert."

And now Max is on the Honors List himself—surely the most surprising of all the names it contains! Not that so delightful a writer and caricaturist does not deserve all the honors an amused and grateful country may choose to bestow upon him. But extremely surprising that he could be brought to accept it. Sir Max! I have a feeling that neither the great British public nor his Maker will ever think of him as anything but "Max."

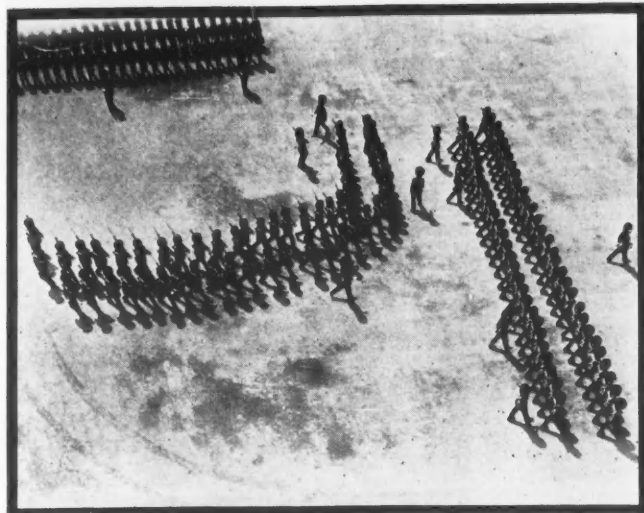
Canterbury Festival

Canterbury is this week holding its Festival Week of the Friends of the Cathedral. It is held every year, and is always a most attractive combination of pageantry and plays and music—and naturally and chiefly, of course, of religious services.

This year the Conference of Associated Country Women of the World, who are meeting in London, formed a large part of the congregation which filled the Cathedral for the opening ceremonies on Saturday. They were very fortunate to be present, for there are few sights and settings more beautifully expressive of the storied past of England. Even the procession of Kentish mayors and their mace-bearers, all in traditional costumes that date from the Middle Ages, is worth going a long way to see.

The play this year, written especially for the Festival, is by Miss Dorothy Sayers, best known as a writer of detective stories. But Miss Sayers is the sort of writer that can do many things, and do them well. Her play is acclaimed as a complete success, though she tackled a theme that might well have defeated a less alert and imaginative mind. She has taken the legend of Faustus and, while keeping strictly to the terms and setting of the sixteenth century, has made it a sermon on the modern world.

The Festival play is always given in the beautiful old Chapter House of the Cathedral, which in this case formed the ideal background. When



WHILE HIS MAJESTY was in Canada, H.R.H. the Duke of Gloucester "stood in" for the King at the trooping of the color at the Horse Guards parade, the occasion being the King's official birthday. Above, the Guards wheeling during the March Past.

Faustus conjured up Mephisto, and that sinister but amusing personage emerged from Hellmouth in the midst of lurid lights and the roll of thunder and peals of demon laughter ringing up into the ancient rafters, the audience must have felt something of the authentic thrill of the mediaeval mystery play.

But perhaps of all the attractions of Festival Week—more attractions, as distinguished from religious ceremonial—the best is the music. All through the week orchestral and choral concerts are given in the Cathedral. And until you have heard a concert in so beautiful and majestic a setting—well, you really haven't heard a concert.

As if even this were not enough, an orchestra plays serenades in the lovely old cloisters. On a clear, warm evening of June to sit there amid all that ancient beauty, melo-dious and enriched by the centuries, and listen to charming music charmingly played—believe me, it is an experience to remember all your life! Only, of course, you must have a warm, clear evening, and this is something that doesn't always happen.

Poets in "Pubs"

Plays are performed in all sorts of places, some in cathedrals, like Miss Sayers', and others in "pubs," like the various pieces that the Committee for Verse and Prose Recitation have been giving in the boozeries of the Metropolis. The "V. and P."—or "Poets in Pubs," as they are also known—have been in active existence for just about two years, and last week they published a report on their doings.

To a great many people the original idea must have seemed a thoroughly fantastic one, in spite of the Mermaid Tavern and all the other famous "pubs" of literary history and legend. To such doubters the report is a complete answer. The experiment has been an amazing success.

"In London we are now so fully occupied in paying return visits to pubs," says the report, "that we are not able to visit more than one or two new pubs each month."

There is a distinctly convivial ring to that sentence, and probably a good deal of conviviality does go with the ostensible business of reciting—but let there be no mistake about the serious purpose of the organization, and the serious character of the poetry

and drama it has presented to its impromptu audiences. And the audiences have liked it, however "highbrow!"

"We have proved that it is quite unnecessary," says the report, "to make wholesale concessions in literary and dramatic standards to give real enjoyment to the general." But the report goes on to state that "it is a little unfortunate that much of the poetry at present being written is of no use to us." The ginned-up general may fall for Shakespeare and Tchehov and Shaw, but it will have nothing to do with the obscure and tortured stuff. And when it doesn't like anything—well, it leaves you in no doubt about it.

Epstein Again

Speaking of the tortured in art, the incorrigible Mr. Epstein has been and gone and done it again! This time it is a figure of Adam, which has been hacked out of a single block of Derbyshire alabaster—a favorite material with him. It is seven feet high, looks as if the figure had been put under a hydraulic press and squashed down from twice the height, and weighs about three tons. How natural it seems to be to think of Mr. Epstein's larger conceptions in terms of avoirdupois. Art in bulk!

The figure is hideous, brutish, simian, anything you like—and yet there is something queerly moving and impressive about it. Epstein may adopt some odd ways of expressing himself, but he always has something to say. Even the critics who groan over it for its errors of style and taste, its deliberate flaunting of all the decencies, admit that "it compels awe." Even in a photograph there is no mistaking the meaning and the emotion expressed in this squat, horrible figure of Adam, with his hands clutching at his vast chest, and his head thrown far back, as he gazes upward in agonized effort—at God?

Whatever it was that Mr. Epstein wanted to say, he has certainly managed to get something across—something moving and important. That, I suppose, is a sufficient answer to his critics, though one may well wonder why it had to be seven feet high and weigh three tons. But perhaps if it had been smaller, it wouldn't have created such a sensation. When you drop a brick—well, let it be a brick!

Danger on Wings

BY H. E. J. WALLACE

HOT weather is bringing danger on millions of wings. Get your wire screens ready!

Danger is not too strong a word. For you'll meet everywhere this summer a small dusky-grey creature a quarter of an inch long, with his thorax marked by four dark longitudinal strips and bearing two delicate membranous wings. He's *Musca Domestica*, the fly about the house.

And he's a killer. The Ontario Safety League thinks so, and is distributing this year twenty thousand pamphlets to caution householders, summer cottagers, office workers, and farmers to protect themselves by screening their families, pets, and livestock from the diseases and epidemics which follow in the wake of pollution by house flies.

Musca will be the most common of your visitors, and the stiff hairy bristles on his body will carry filth and germs into your home. Others, no strangers, will be the horn fly; the stable fly; the biting house fly, which has the appearance of a stable fly; cluster flies; blow-flies; cheese skippers; and fruit flies. All are bothersome, all breed in organic filth, and all are best kept out of living and sleeping quarters by rigid-wire screening.

Flies Are Prolific

Flies breed (or lie dormant through the winter) in garbage, manure piles, wet paper, decaying grass, or rotting vegetables. As summer wanes and autumn advances, their life cycle gradually lengthens until growth in the egg shaped like a rice-grain reaches a standstill. Normally flies are full grown within ten days of the time a female lays one of her many batches of ten dozen eggs. Pupae have been found to live as long as ninety days in near-zero weather, however, and a single wintered-over female which had not been screened from your summer cottage could have,

from April to September in one summer 5,598,700,000,000 descendants were it not for the terrific mortality of the race. A good time to start fly control work, then, is in the early summer, when wire screen will keep out flies not only for the current season, but lessen the number about the following summer.

Flies travel from fifty yards to three-quarters of a mile, visiting frequently farmers' manure piles and garbage, feeding on blood, pus, and human excreta, and depositing about once every 4½ minutes on the food they touch, by means of "vomit spots" and fly specks, whatever germs they have picked up in their travels.

Diseases Transmitted

Summer diseases transmitted in this haphazard fashion are typhoid fever, dysentery, cholera, paratyphoid fever, sleeping sickness, tularemia, diarrhoea and enteritis. Federal health department statements indicate that fatal sicknesses from diarrhoea increase up to three and four times in July and August, especially among babies two years old. At one time 70,000 children died annually from fly-transmitted diarrhoea in unscreened houses. Present medical statistics agree that twice as many babies die at present in houses where flies are numerous as those where they are carefully excluded by screens. Wire screens keep flies out the best, flypaper and fly poisons merely destroying the marauders after the damage has been done. Screening ensures night-time sleep free from this cycle of filth to flies, to foods, to fevers.

These diseases are carried both by mechanical transference and by inoculation. When the fly has fed and become contaminated, he carries bits of excreta straight to the persons and food of the home, unless screened away. Germs also carried are spread among persons by fly bites—that is,

through actual injection by the insect of disease organisms and parasites into a person's system.

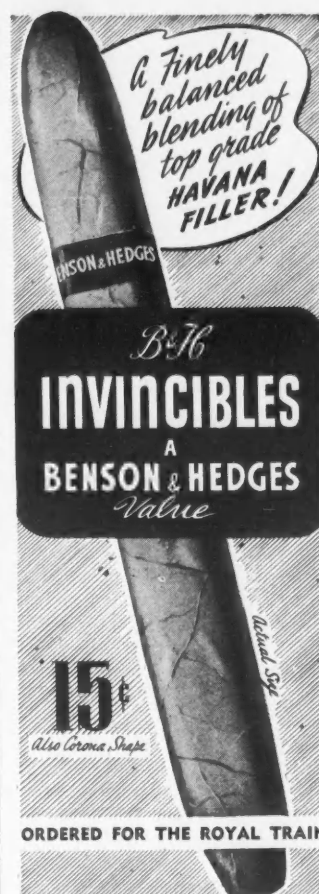
Fortunately diseases cannot be transmitted in this manner by the non-biting flies, or our safety would be far less than at present. The bloodsucking varieties of flies derive parasites or organisms from the blood of infected persons. In the intestine of the fly such organisms incubate and are passed along by the fly's inoculating bite to humans, quite prepared to do harm. Anthrax, yaws, filarial worms, and certain tapeworms are thus carried and spread by flies which come through holes in neglected screens. Permanent, easily replaced wire screens keep these carriers out.

A home can be enlarged in size up to 25% through screening in verandahs and porches. The addition of electric lights, a rug, and furniture can make at small expense, an outdoor living-room which adds materially to the comfort and enjoyment of the home.

Screening Essential

Of utmost importance to public health is the screening of restaurants, milk shops, dairies, bakeries, summer camps—places where a good many people gather at work or play. Throughout Canada laxity in screening is marked: on a per capita basis, only an eighth of the screening used in Britain and the United States is used here. Typhoid fever, an altogether preventable disease is only prevalent in summer camps where myriads of flies have the opportunity to visit unscreened latrines, later to be accorded free access to unscreened tent kitchens or dining halls where there is every opportunity for the contamination of food. Wire screens over every cranny of cookhouse window space in tourist cabins, sport camps, lumber or road camps, are a first necessity of sanitation.

Major E. E. Austen, D.S.O., writes



in the British Museum's bulletin on natural history, *House Flies As A Danger To Health*:

"House flies are best excluded from houses, marquees, barns and sheds by protecting each door and opening with fine meshed wire screens. In all doors or windows, the screen must cover the complete area of space, with no holes left in, nor corners caught up.

"Larders for the storage of cold cooked food and food intended to be consumed uncooked, must always be covered with such fly-proof screens. Eating and drinking utensils (including plates, glasses, cups, knives, forks, and spoons) after being cleaned must be kept under a similar cover.

"When house flies are present at meal times, all food including jugs of milk set about on tables should be protected by fly-proof covers. These may be either wire frames covered with wire gauze screens or special covers."

Fly-Ridden Markets

Foods purchased in fly-ridden markets may likewise be a source of contamination. The best grocers and vegetable markets screen their produce from flies. Planning mills or lumber companies will make for grocers the necessary wooden frames to carry the wire screening.

As farmers know, domestic farm stock is subjected through the summer to the incessant attack by many varieties of bloodsucking flies. In festations of flies among animals in unscreened barns are responsible for the spread of such infectious animal diseases as black leg, hog cholera, and ascariasis. The stable fly, or stock fly, can be excluded by darkening stables, but ventilation is cut off to the point of suffocation of the stock. A better way is the thorough wire screening of all windows and doors. When such screened barns are used, care should be taken to brush flies from the animals before they are led in for the night.

Additional preventive trapping of flies is a great help in the prevention of future swarms of these home and farm pests. Wire screen fly traps, in the opinion of Theo Bissell, entomologist, of the University of Georgia, are valuable means of eradication.

These traps consist of conical wire screens, flat screens, or barrel-shaped double-screen traps, which can be made for eighty cents to a dollar and a half. One boy in Peterborough, Ontario, using a few pieces of wood for screens, prevented the children from coming home from vacation with flybite bumps but will increase the effectiveness of sanitation. A single fly can carry six million germs.

So screen porches, doors, windows, outdoor plumbing, refrigerators, and food boxes against flies everywhere, preferably with permanent wire netting. This applies not only to homes, but to stores, salad pantries, ballrooms, auditoriums, and hotels.

In dry climates black or painted wire screen will last and will give satisfaction. In moist climates it is better to use galvanized wire screen, or the much stiffer galvo-gray screen, which has the appearance of a soldered wire sheet. In humid regions, especially if near the lakeshore or seacoast, bronze wire screens are the least expensive in the long run. A wire screen having a mesh of four-teen strands to the inch, the kind commonly sold in hardware stores, is satisfactory for excluding flies. Smaller mesh will serve the purpose if mosquitoes and midges are to be kept out.

Safety for
the Investor

SATURDAY NIGHT, TORONTO, CANADA, JULY 1, 1939

P. M. Richards,
Financial Editor

Would War Bring Us Boom or Slump?

BY PAUL CARLISS

In a previous article Mr. Carliiss presented for Saturday Night readers a thorough record of the events of the war of 1914-18 from the point of view of business, finance and investment. The accompanying article discusses the similarities and differences between the present situation and conditions which prevailed in 1914. An effort has been made to assist business men and investors in their desire to prepare for any emergency.

WHILE in recent weeks hope has been renewed that a world war may be averted, nevertheless the possibility of war—either this year or later—is a constant obstacle to real industrial prosperity and to normal and healthy markets. Excessive cautiousness marks the decisions of business executives; investors hesitate to make decisions. An unnamed fear seems to grip the imagination; it is not so much the dread of actual war—horrible as we know that would be—but perhaps even more the growing realization that another world conflict would probably spell the doom of our present social and financial system.

It may therefore be useless to talk in terms of what may happen in the event of another war; for if the entire fabric of civilization, as we know it, is to be torn to shreds how can anyone escape from the general catastrophe? Can the events of 1914-1918 prove of any value as a guide to self-protection in a new war, or should we scrap all past experiences and formulate an entirely new conception of war-time economics?

Would, for example, a panic follow the outbreak of war, forcing the stock exchanges to close, the foreign exchange markets to cease functioning and all industry to mark time temporarily? In 1914 the business world was quite unprepared for the shock of war and the result was a period of uncertainty during which normal activity was in numerous instances suspended. Today, however, it is believed that industry is prepared.

Preparedness

Warning signals have been flying for many months and while the cry of "Wolf! Wolf!" has so far been premature no one is being quickly lulled into a sense of false security. The committees of the leading stock exchanges have prepared plans for coping with a sudden rush to sell securities; gold transfers have been made with a view to stabilizing the exchange markets and business leaders everywhere on this continent have been navigating their course with sails reefed.

As an example of the preparedness of business and finance may be cited the recent statement of the Chairman of the Reconstruction Finance Corporation to the effect that the R.F.C. would be ready to advance loans against foreign holdings of United States securities in order to prevent the sudden dumping of stocks and bonds by British, French and other European investors.

We may assume therefore that a war at this time will prove less of a shock than it did in 1914; but we should not under-estimate its effect on our economy. We may be sure that the signs and banners confidently announcing "Business As Usual"—so commonly displayed in the early stages of the last war—would this time be conspicuous by their absence. The easy optimism of 1914 and 1915 soon turned into the grimness of 1917 and 1918; and those who had predicted a short struggle were forced to dig in for the "duration" the same as everyone else. The seemingly interminable length of the war and its staggering costs completely upset all calculations.

Surface Resemblance

In spite of these unforeseen developments, and the general dislocation of normal industry, business in the allied countries fared well. Profits in most lines were substantial and stock prices were quick to reflect the widespread prosperity. Should not the same thing happen again under war conditions? They would—provided the circumstances were similar. But will they be?

On the surface, there is a strong resemblance between the situation today and as it existed in 1914. The political alignment in the main is the same; everywhere there is frenzied preparation for war; and in the domestic sphere of this country and the United States numerous events of 1913 and 1914 have a curiously familiar sound. Then, several Western municipalities were financially embarrassed; the gold fields of Northern Ontario were attracting growing interest; south of the border business was being handicapped by government interference in the form of anti-trust suits; while the railroads were reporting poor earnings and strikes were interfering with the coal-mining and other industries.

But if another war should break out involving Germany and her allies on the one side and England, France, Russia and possibly the United States on the other, would events follow the pattern of 1914-1918 or are the two situations only superficially similar? It is a foregone conclusion that industry the world over would be stimulated by war but would prosperity follow in its wake? There are, in our opinion, at least two reasons for

doubting a repetition of history as far as business and investments are concerned. In the first place the prosperity of the world war period was more apparent than real; and in the second place the belligerent nations entered the war in a more or less robust condition whereas today they are nearly all on the verge of national bankruptcy—the result of the legacy of debts bequeathed by the last war and preparations for the next.

With regard to the degree of prosperity experienced by Canadian and American industry from 1914 to 1918 it must be remembered that due to delayed entry of the United States into the war (April 6, 1917) that country was deluged with orders from the Allies for war materials and its leading industries for a time enjoyed an almost unprecedented activity.

From the time of the re-opening of the New York Stock Exchange in December, 1914, until the close of 1916 stock prices soared. The Dow-Jones Industrial Average rose from 55 to 110 and many individual issues surpassed this record. For example, Bethlehem Steel common advanced from \$40 per share in July, 1914, to \$200 per share before the close of 1915.

A sound basis for the heavy buying of industrial equities of course existed in the shape of fat profits resulting from war orders. The net earnings of 68 major industrial companies in the United States increased from \$130,000,000 in 1914 to \$297,400,000 in 1915 and \$724,900,000 in 1916. During the first two years of the war the official purchases of the British and French governments alone aggregated approximately \$3,000,000,000.

Not Unmixed Blessing

This boom in the United States in the early years of the war naturally created the general impression that prosperity was universal and that the war was an unmixed blessing for industry on this side of the water. That this assumption is unwarranted is indicated by a recent bulletin published by the Cleveland Trust Co., which is authority for the statement that "more firms failed in 1914, 1915 and 1916 than in any three previous years."

At any rate there is no doubt that certain fortunately-situated firms such as the steel companies, Westinghouse Electric, du Pont, American Smelting, Standard Oil, etc., shared the greatest portion of the war boom in profits. As soon as the United States entered the war, however, both profits and stocks dropped precipitately. Rising costs, heavier taxes, etc., served to diminish profits just as they had done in Canada almost from the very inception of the war. As a consequence, the degree of prosperity enjoyed by American industry will no doubt again depend upon when—and if—the country takes up its gun and fights.

Canadian stocks roughly followed the same upward course as American equities but, as the charts which appeared in a recent issue of SATURDAY NIGHT showed, the rise was considerably less pronounced and was confined to a comparatively small number of companies.

The steel, heavy equipment and base metal groups reflected the enormously-increased activity of their respective industries but many companies were unable to obtain any benefit from the demand for war supplies, as shown by the fact that a year after the re-opening of the Toronto Stock Exchange the following stocks (among others) were still offered at the minimum prices set when trading was resumed: Canada Cement, Sherwin-Williams, Ottawa Light, Heat and Power, Montreal Tramways, Tooke Bros., Dominion Canners, City Dairy, and most of the bank stocks.

Many other issues advanced only a few points during the early stages of the war—again indicating the selective nature of the advance in the market.

As we shall see later, steps were taken by the Canadian government to limit war profits and to prohibit profiteering; undoubtedly large private and corporate fortunes were made, but considerable evidence exists to prove that a war would increase production but would not necessarily produce large profits—particularly in the countries which immediately entered the lists.

Financial Burden

Turning now to the second point mentioned, viz. the heavy financial burden borne by the leading nations of the world, it should not be necessary to say very much as the facts are almost self-evident. To the average person it appears inevitable that financial ruin faces any country which year after year fails to balance its budget and continues to add to its debt.

When almost every nation today is



AN OBJECTIONABLE SUITOR?

spending from 10 per cent. to 25 per cent. of its total national income on armaments—and borrowing to do so—what must the result be? If in time of peace industry is suffering from already high (and increasing) taxes, what may be expected in time of war? Regardless of how much activity might be engendered by war demands, could profits be made in the face of the huge revenue requirements of our governments?

Before the war the national debt of all the leading belligerent states totaled less than \$26 billion. At the close of the war the total was approximately \$170 billion and today, after some 20 years of peace, the figure shows no reduction—in fact has probably increased.

Today in the United States the annual interest charges on the national debt are as great as the debt itself in 1914 and in nearly all countries debt charges are absorbing an increasingly large percentage of the total national income. In France, as one example, it is estimated that between 40 per cent. and 50 per cent. of governmental expenditures are used to service the public debt—an almost unmistakable sign of approaching insolvency.

If, as has been recently estimated, national deficits are increasing at the

rate of a billion dollars a month what would happen if a war should now break out? It seems inevitable that the financing of another war must follow an entirely different method than that adopted in 1914. We are already too deep in debt to issue war loans or to ask for international credits. In truth, who could lend—even if they wished to do so?

Inflation?

It is for this reason that many observers believe another world war would result in international bankruptcy and a complete breakdown of our present currency system. While the bogey of inflation has been dragged out on innumerable occasions in the past, it may be at least time to consider seriously the alternative to financial collapse. The writing down of currencies is an old expedient to pay off unbearable debts and may be resorted to again.

If currency inflation becomes extreme (as in Germany after the war) the only safe refuge for capital would be investment in property—land, buildings, raw materials, live-stock, and goods of any kind. Money would become worthless; the value of bonds (Continued on Page 9)

Estate Planning For The Average Man

BY ARTHUR K. KEMBAR

Many otherwise responsible citizens ignore the obligation of leaving behind a workable estate plan. The smaller the estate, the more essential a preconceived plan for family maintenance becomes.

Solution of the estate problem is within the grasp of any salaried or professional man whose living standard is more than marginal, with satisfaction and greater peace of mind as the invariable rewards.

Here is a practical step-by-step method for the family man of moderate means to develop his own estate program and ensure its completion; particularly recommended for the man who does not know what his estate will or should do or who believes it cannot be made adequate to the family's needs.

Measurement of the essential needs and of the estate's current ability to meet them leads to methods of securing a balance between the two, and finally to the vital importance of having proper instruments to ensure continuance of the balance.

IT IS safe to assert that, among younger business executives, there is not more than one in four who has given as much consideration to his own estate and his family's future as he gives to any one of the major business problems with which he may deal in the course of a year. And it is equally safe to say that the average professional man gives more attention to almost any client than he gives to his own family estate.

Yet for these men and their families, this matter of the estate, its size and administration, is a business problem of first importance. There is, surely, no young married man who will not agree that it is a problem which he should solve for his own peace of mind, and that he has a very definite obligation to his family and to society to do so.

For his round-the-world cruise, the wealthy man may not bother to compute cost. But the average man, to enjoy two weeks in England, must usually budget carefully and adhere to it. A similar situation exists in estate planning. The smaller the possible estate, the greater the need for a carefully prepared program.

The only possible reason why capable and otherwise responsible citizens ignore the problem for years on end may lie in the idea held by many that they cannot cope with it. This is a mistake. As will be seen, solution is well within the mental capacity of the average man, and also well within the financial capacity of the man who saves 10 to 12 per cent of a reasonably secure income.

Compared to the difficulties of many of the business or professional

problems with which you struggle, this one of determining and completing a satisfactory plan for your estate will if approached logically, pass smoothly and quickly over your desk toward completion.

No Set Technique

For the approach to this matter of setting up a workable estate plan for the benefit of one's family, there is no hard and fast technique. Methods vary considerably. But for the average man whose financial interests are neither large nor complicated, and who suspects his estate of being at least slightly inadequate, the following step-by-step outline is submitted as a practical one:

(1) An estimate of the desirable minimum needs of the family and other dependents in terms of monthly-to-month and year-to-year requirements.

(2) The capitalization or commutation of these needs into terms of capital.

(3) The valuation of cashable or revenue-producing estate which can be utilized to meet these needs.

(4) Comparison of the figure arrived at under (2) with that under (3), to determine the adequacy or shortage of the latter.

(5) Enquiry concerning the means and possible outlay necessary to make up the shortage, if any; examination of the possible effects of undertaking the necessary outlay; and, if the effects of undertaking this outlay are unfavorable, a study of the implications involved in the alternative.

(6) Study of the methods of administering the estate to determine how its output may best meet and synchronize with the needs, from which will follow choice and preparation of the most desirable instruments.

In outlining the detailed procedure for each of the above steps, it is obviously better to confine reference to those considerations and items which the majority of young men will find to be pertinent, and to exclude those considerations which are not commonly essential. The unusual item which is found to enter into your own estate calculations can ordinarily be dealt with by adaptation of the technique suggested for the more common factors.

1. The Desirable Minimum

The two adjectives "desirable" and "minimum" need some explanation. Many men, when they finally come to consider the question, have a tendency to overestimate the family's requirements. In their rough estimates, they often seem to forget that the estate income is freed of many responsibilities which the current income shoulders, and that many current necessities for a business or professional man become completely superfluous luxuries for his family.

His own personal expenses and upkeep, even certain social responsibilities of the family, his life insurance premiums and other forms of savings, are all eliminated as income obligations. As large a home, even a home in the same city or district, possibly a motorcar, may all be items which are not necessary or advisable.

From visualization of his family's life without him, from discussions with his wife, and from consideration of all the pertinent factors, (including, if advisable known "expectations"), the analyst of his own estate problem ultimately arrives at some "desirable minimum" figure for each of the following:

(a) The amount of income per month to be provided for his wife for as long a period as this may be necessary—presumably for life. (Under various circumstances for the type of estate we are considering, this might conceivably be as low as \$25 per month or as much as \$200.)

(b) The advisable increase of his wife's basic income during the period of years required to bring all the children to the age of self-support. (Each increase of income for each child's maintenance might be 20 to 30 per cent of the basic income of (a); the minimum age to which it is planned to continue—whether 18, 21, or 25—will vary with circumstances and even sex of the child.)

(c) A sum of money available in part for any financial emergency of the family, but intended primarily for (Continued on Page 11)

THE BUSINESS FRONT

Reasons for Optimism

BY P. M. RICHARDS

CANADA has several concrete and important reasons for optimism regarding business prospects over the next year or so. One of them is the better, healthier national spirit created by the visit of the King and Queen. Surely this will be reflected in a more unified, vigorous, determined attack on our long-standing problems—railway deficits, growing public debts and taxes, over-government, unemployment.

Another hopeful item is the presently unusually favorable crop outlook. The western grain fields, together with most other agricultural areas, have so far had nearly ideal conditions of moisture and temperature, and large crops are indicated. Though grain prices may still be disappointingly low, big crops would themselves do much to increase general business activity, spread employment and widen public purchasing power.

Still another major factor is the inevitable influence upon Canadian conditions of business stimulation in the United States to result from the new Roosevelt spending program. It is now certain that the U.S. government is going to spend, and keep on spending, right up to election time in November, 1940.

Actually, business is already trending upward in the United States, apart from the prospective new government spending. Resumption of production in the coal fields is a constructive factor, also the somewhat greater activity being shown in the heavy industries as a result of the generally strengthened business confidence. The level of consumer-goods purchasing has been rising.

Activity in Britain

In England business activity has been increasing at a much more rapid rate for months past, due mainly to the speeding up of the government's rearmament program. While everyone knows that this, like the U.S. stimulatory spending, is by no means the most desirable foundation for a business rise, business men take some comfort, as regards the prospect for maintenance of activity, from the signs that no let-down in the national effort is expected even if the European outlook becomes definitely more cheerful. Britain has been caught napping once, and intends that it shall not happen again. Incidentally, Britain's rearmament program seems

likely to make a bigger contribution to Canadian business activity than it has over the last year or so. That is because British plants are becoming so congested with government orders that more of the latter must apparently be placed outside the country if the domestic economy is not to be seriously upset.

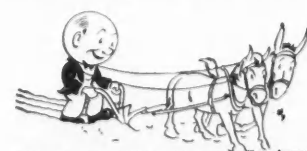
Improved conditions and consequently larger consumption of goods in the two countries which are, by far, Canada's best customers will inevitably mean much to this Dominion, apart from the actual orders for armaments or related needs which may be placed here.

Change Our Economy?

But, looking beyond the immediate prospects for business improvement to the possibility of setting our Canadian economy on a stronger, more stable foundation, that will enable us to escape a repetition of the depression of recent years, we may well give serious thought to the central point made by W. D. Black of Otis-Fensom in his speech as retiring president of the Canadian Manufacturers' Association. This was that it is time for a revision of the national economic policy that will result in placing greater emphasis on manufacturing and less on agricultural production.

It is out of date and wrong, proclaimed Mr. Black, to suppose that Canada's main function is to produce primary products, such as foods, and exchange them for other nations' manufactured goods. The fact which we ought to face is that other countries don't want our food products in as large quantities as formerly, because for various reasons they have decided to grow more of their own food supplies. Evidence of what they do want from us is provided, said Mr. Black, in the record of Canada's export trade for the fiscal year ending March, 1938, which shows that 73.4 per cent. of exports consisted of fully-manufactured or semi-manufactured goods.

There is the implication in this that we should stop guaranteeing a minimum price to our wheat growers, the cost of which has to be borne by the taxpayers as a whole, the chief of whom are the industries. This doctrine is obviously displeasing to the agriculturists, but that fact should not prevent its consideration, if only for the fact that it is clearly related to the very serious and pressing problem of unemployment.



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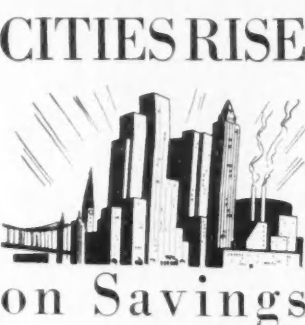
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BERNARD K. SANDWELL, Editor
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Great Britain, British Dominions, Colonies and Protectorates, United States and United States Possessions, \$5.00 per annum.
All other countries \$6.00 per annum.
Single Copies 10 cts.

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Printed and Published in Canada
CONSOLIDATED PRESS LIMITED
CORNER OF RICHMOND AND SHEPPARD STREETS, TORONTO 2, CANADA

MONTREAL: Room 312, 101 Park Ave.
E. H. Milling — Business Manager
C. T. Croucher — Assistant Business Manager
J. F. Foy — Circulation Manager

Vol. 54, No. 45 Whole No. 2415

Canada's rubber industry, while based chiefly on imported materials, has developed a large export trade. The exports consist mainly of rubber tires and footwear. Besides raw rubber, the industry consumes a considerable quantity of imported cotton, which comes to it through the Canadian cotton yarn and cloth industry.

GOLD & DROSS

It is recommended that answers to inquiries in this department be read in conjunction with the Business and Market Forecast.

PAMOUR

Editor, Gold & Dross:
I am the holder of some Pamour which I have watched recede from \$4.75 to \$2.65. While I know the annual report was a little disappointing, I did not consider it warranted such a drastic drop. Have you any information since the annual report?

—W. F. H., Toronto, Ont.

The decline in the average grade of millfeed at Pamour Porcupine Mines and the fact that there will be no increase in mill capacity this year and probably not next, undoubtedly accounts for its market action, but I understand the mine picture is quite satisfactory. The lower grade was not unexpected and is now more in line with estimates of reserves, which are about \$5.90 per ton for 1,750,000 tons. Recovery in the first quarter this year averaged \$4.85 per ton compared with \$6.42 during 1938. It is likely the latter half of the year will see an improvement in grade. To date practically all the ore milled has been from above the 400-foot level, but as the pillars above that horizon supply millfeed and productive mining commences on lower levels, the grade should be higher.

A heavy development campaign is now proceeding with a view to determining as quickly as possible the potentialities of the mine and probable average grade. This program is expected to take about two years and a possible mill increase will await results of work on the new levels. The new orebody on the 1,000-foot level has been outlined by drill holes for 1,100 feet and will grade \$6 or more over widths of from 30 to 40 feet.

The mill is handling close to 1,600 tons daily and the company had the lowest operating costs in the Porcupine camp at \$2.70 per ton in the first quarter of 1939 and this included \$1 for development. It is doubtful if production this year will equal that of 1938 when profit was almost 28 cents a share.

AVIATION

Editor, Gold & Dross:
I own some North American Aviation stock, bought at prices slightly higher than they are now. Would you advise selling it and buying something paying a better dividend? Are their earnings not satisfactory? Have they sufficient orders ahead to keep the plant producing at full capacity?

—V. B., Saskatoon, Sask.

I think that generally unfavorable market conditions are largely responsible for the low price levels of North American Aviation stock.

With the \$10,915,000 backlog carried into 1939 expanded by the receipt of \$16,000,000 of new foreign business since the first of the year, and virtually all scheduled for 1939 delivery, sales will be up sharply this year and earnings may be as much as 3 times the 55 cents per share shown last year. Moreover, a large amount of government and other business doubtless will be obtained later on. Ample finances indicate the likelihood of larger dividends, and I would say that the stock has above-average attraction as a hold at the present time.

As you probably know, North American Aviation, Inc., has established itself as an important supplier of United States Army observation, combat and training planes. A sizeable export business has been built up, with over 50 per cent of 1938 sales going to foreign markets.

CONSOLIDATED BAKERIES

Editor, Gold & Dross:
Please give me your opinion of Consolidated Bakeries as an investment. Do you think the dividend will be maintained at a steady rate?

—S. H. V., Hamilton, Ont.

Consolidated Bakeries is selling currently at 16½. At the \$1.15-per-share dividend rate, the yield is 6.9 per cent. Representing an equity in a soundly — and conservatively — managed company, I would say that the stock has appeal at present prices to the purchaser desiring either income or appreciation. In 1938 the stock reached a high of 17 and a low of 11½; in 1937, a high of 23 and a low of 15. There is no apparent question mark in the current outlook to account for the high yield on the stock other than a sluggish market which is sitting squarely on the heads of all securities.

Consolidated Bakeries' earnings shrank to a low of 3 cents per share in 1932. Since that time, however, the trend has been steadily on the up side. In 1933, 29 cents per share was earned; in 1934, 64 cents; in 1935, 90



COL. B. O. HOOPER, D.S.O., M.C., an old-time resident of Hamilton, who has become associated with the firm of Laurence Smith & Co., investment brokers. Col. Hooper will devote most of his time to interests pertaining to Hamilton and Central Ontario.

WIREBOUND BOXES

Editor, Gold & Dross:
Here I've been holding some "A" stock of Canadian Wirebound Boxes for some time and just learned that from time to time the number of shares of this stock outstanding have been reduced. Can you tell me anything about this. What effect has it had? I am not worrying at all, but like to know about stocks which I hold and know of no better place to come.

—G. A. L., Halifax, N.S.

Most obvious effect of the reduction of the number of Class "A" shares of Canadian Wirebound Boxes is that the earnings position of this issue has been materially improved. For instance net earnings of \$106,683 in the year ended April 30, 1939, were equal to \$2.08 per share on the 51,364 shares outstanding at the end of that fiscal year, while net earnings of \$112,391 for the fiscal period ended April 30, 1935, were equal to \$1.73 per share on the 63,617 Class "A" shares outstanding at the end of that period.

Authority was given the company in April, 1930, to purchase Class "A" shares for redemption with the result that of the original 90,000 shares of this issue, only 51,364 were outstanding at April 30, 1939. The Class "A" shares, as you probably know, are entitled to a cumulative annual dividend of \$1.50 per share and participate fully in all dividends over \$1 per share paid on the Class "B" stock. As at April 30, 1939, arrears amounted to \$2.25 on the "A" stock.

MONETA

Editor, Gold & Dross:
I would appreciate your valued opinion on Moneta. I have been holding this stock for over two years and it is down over 50 points from what I paid for it. Information I have got is to the effect that prospects are limited and that there is very little chance of it becoming a bigger mine than it is today. I believe that if I changed Moneta for East Malarie I would have a better chance of making up my loss, and maybe make a little profit.

—T. G. F., Toronto, Ont.

As only 50 acres out of a total of 320 have so far been intensively tested, it is quite reasonable to expect that further ore bodies will be encountered at Moneta Porcupine Mines. Diamond drilling below the present bottom level returned two blanks and one "interesting conditions." It is now proposed to deepen the shaft 450 feet to open up a series of new levels.

W. E. Segsworth, president, at the recent annual meeting said that with typical Porcupine conditions on the company's property he considers the possibilities of finding additional recurring ore lenses on strike and dip as excellent. The trend of the ore

(Continued on Next Page)

BUSINESS AND MARKET FORECAST

BY HARUSPEX

THE MARKET'S PRIMARY OR LONG-TERM TREND, UNDER DOW'S THEORY, IS UPWARD. THE SECONDARY TREND WAS LAST SIGNALLED AS DOWNWARD WITH CURRENT TEST NOW UNDER WAY AS TO WHETHER REVERSAL CAN BE EFFECTED.

THE PRICE MOVEMENT. From November, 1938, to April of this year the stock market registered intermediate decline, said decline representing a readjustment or correction of the preceding rapid advance from March to November, 1938. This drop was to some extent intensified by the serious war scare that followed Germany's absorption of Czechoslovakia in March.

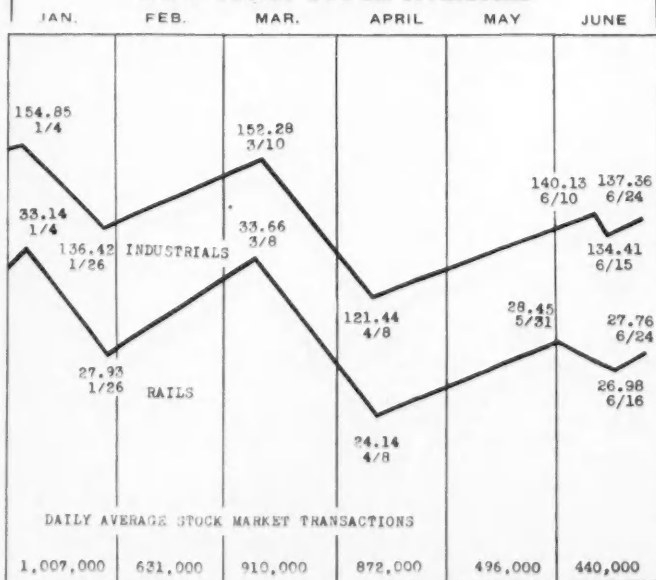
From the April 8 lows a rally ensued carrying for about two months and cancelling some 50% of the November/April decline. This rally met its first definite check on June 10 when the Dow-Jones railroad average, after several days of strength in the general list, refused to move above its May 31 high point, thereby invalidating the decisive upward penetration attained on June 9 by the industrial average.

If the recent check to advance marked the end of the price rebound that was normally to be anticipated after the November/April decline, then, despite such churning as might be witnessed around the May/June peaks, the real task before the market is that of testing the April 8 lows. Breaking of such lows would reconfirm the downward movement, whereas a decline in which one or both averages held above the April low points, if followed by a rally to above the May/June peaks, would signal the secondary trend as being upward.

Inasmuch as the April/June advance effected a normal correction of the November/April decline, probabilities would seem to favor the testing movement discussed above as being under way. If such is the case, it is to be presumed that the period of irregularity, coming after a rally which consumed nine weeks, will carry over a several week interval.

Market recession at this time has the support of a higher level of business than that ruling in April. Furthermore, even though some business decline may be registered in July because of unseasonal textile and automobile curtailments, the prospects for business over the balance of the year seem, barring war, fairly promising. On this basis it would seem reasonable to assume that market decline, if continued over the next week or so, should hold at or above the April 8 support points, with ensuing recovery into the autumn months.

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Dividend Notices

THE CANADIAN BANK OF COMMERCE

DIVIDEND NO. 810

Notice is hereby given that a dividend of two per cent in Canadian funds on the paid-up capital stock of this Bank has been declared for the quarter ending 31st July 1939 and that the same will be payable at the Bank and its Branches on and after Tuesday, 1st August next, to shareholders of record at the close of business on the 30th June 1939. The Transfer Books will not be closed.

By Order of the Board

A. E. ARSCOTT,
General Manager.

Toronto, 23rd June 1939.

PENMANS LIMITED

DIVIDEND NOTICE

NOTICE is hereby given that the following Dividends have been declared for the quarter ending the 31st day of July, 1939.

On the Preferred Stock, one and one-half per cent (1½%), payable on the 1st day of August to Shareholders of record of the 21st day of July, 1939.
On the Common Stock, seventy-five cents (75c) per share, payable on the 15th day of August to Shareholders of record of the 5th day of August, 1939.

By Order of the Board

C. B. ROBINSON,
Secretary-Treasurer.

Montreal, June 26, 1939.

Canada Bud Breweries Limited

DIVIDEND NOTICE

Notice is hereby given that a dividend of Twenty Cents (20c) per share on the 130,000 outstanding no par value common shares of Canada Bud Breweries Limited, has been declared payable on the 15th day of July, 1939, to shareholders of record at the close of business on the 31st day of July, 1939.

By Order of the Board of Directors.

J. S. FITZGERALD,
Assistant Secretary-Treasurer.

Toronto, June 23rd, 1939.

THE CONSOLIDATED MINING AND SMELTING COMPANY OF CANADA, LIMITED

DIVIDEND NO. 68

NOTICE IS HEREBY GIVEN that a dividend of 50c per share on the paid-up Capital Stock of the Company for the six months ending June 30th, 1939, has this day been declared payable on the 20th day of July, 1939, to Shareholders of record at the close of business on the 31st day of July, 1939.

By Order of the Board.

J. E. RILEY,
Secretary.

Montreal, P.Q., June 26th, 1939.

Hollinger Consolidated Gold Mines Limited

DIVIDEND NUMBER 320

EXTRA DIVIDEND NUMBER 34

A regular dividend of 1%, and an extra dividend of 1%, making 2% in all, have been declared by the Directors on the Capital Stock of the Company, payable on the 15th day of July, 1939, to shareholders of record at the close of business on the 30th day of June, 1939.

Dated the 24th day of June, 1939.

I. McIVOR,
Assistant-Treasurer.

WOOD-USING INDUSTRIES

THE two largest industries in the wood-using branch of Canadian manufactures are furniture factories and saw, door and planing mills. The wood and paper group, based on forest products, has the second largest output value of all Canadian manufactures, and the wood-using branch consists of a number of secondary industries within the group, whose chief material is wood.

CANADA with her rich resources of water power and her widespread use of electric energy provides a large market for electric apparatus. The domestic manufacturing industry is well developed and in addition there are growing imports. The Canadian industry also does a moderate export business.



HARRY KNIGHT, of Samson, Knight & Co., well-known chartered accountants of Quebec City, who has opened a branch office for his firm at Val d'Or, Que., as a result of the rapid development of the mining industry in the north-west section of the province. Mr. Knight, who studied at the Universities of Manitoba and McGill, was with Price, Waterhouse & Co. for a number of years, and seven years ago, in partnership with Maurice Samson, formed the present firm of Samson, Knight & Co.

GOLD & DROSS

(Continued from Page 8)

formation is south-west, and several large companies recently undertook exploration of claims lying to the south-west of Moneta. Mr. Segs worth appears confident that additional lenses will be found at depth and elsewhere.

It is possible you might have a better chance in East Malartic of making up your loss. The outlook for this stock was dealt with in our June 10 issue.

IMPERIAL TOBACCO

Editor, Gold & Dross:

While I am not very well off, I do have a little money that I would like to invest so that I would be assured of a reasonably secure income. I was thinking of Imperial Tobacco. Do you think this will meet my requirements? I'm not interested in a market gain particularly, but want security.

—A. L. V., Edmonton, Alta.

I think that Imperial Tobacco, which is selling at 16½ to yield 4 per cent should meet the requirements which you outline in your letter. The appreciation possibilities of the stock are limited, but, as you say in your letter, you are more concerned with income, and I think that the dividend—which closely approximates earnings—is secure.

For the first 3 months of 1939, snuff and cigarette consumption in Canada were 3.7 per cent and 2.9 per cent, respectively, ahead of year-earlier levels. Cigars, on the other hand, were 14.1 per cent under 1938. Relative stability in snuff and cigarette volume is expected, while cigar volume is expected to improve. Earnings in the current year will probably exceed the 63 cents per share earned in 1938 by a small margin. Dividends paid in 1938 amounted to 62½ cents per share.

MINING SELECTION

Editor, Gold & Dross:

What do you think of the following as mining investments: Central Patricia, Little Long Lac, Pickle Crow and McKenzie Red Lake, also Pamour Porcupine? Your opinion will be appreciated.

—S. R. J., Victoria, B.C.

In my opinion your list of stocks is an attractive one, and personally, I would place Pickle Crow at the top. The dividend yield of Central Patricia is slightly higher, but either that or Pamour I consider next. Then Little Long Lac and McKenzie Red Lake in that order.

WE DISCUSS THIS WEEK

Canadian Car & Foundry

FOREMOST manufacturer of railway cars in Canada, Canadian Car & Foundry makes, in addition, frogs, switches, inter-sections, and miscellaneous castings for railway, agricultural and industrial use. The company also controls Canadian General Transit Company which leases tank and other special types of cars to shippers. In all, 8 plants are owned—4 in Montreal and the remainder at various points in Ontario and Nova Scotia—as well as 4 foundries whose aggregate capacity is more than sufficient to satisfy the company's needs.

Activities of Canadian Car were widened in 1936 to include the manufacture of aircraft, and at the present time it is licensed and equipped to produce a varied line from small airplanes to the largest transports and bombers. As a unit of the specially-formed Canadian Associated Aircraft Limited, Canadian Car will share in British military business. Not only will this participation apply to aircraft but to other armaments as well, for certain guns, produced on an experimental basis, have won the approval of British Government circles. And the British government's policy of supplementing any armament orders placed by the Canadian government should stimulate the progress of such work in Canada.

Railroad Equipment

No news is it to Canadians that Canada's railroad mileage is divided between two principal systems: the government-owned and subsidized Canadian National, and the privately-owned Canadian Pacific. To date, only a small amount of the equipment retired by Canadian railroads since 1929 has been replaced. Obsolescence and deterioration have taken their toll of existing equipment. In 1937 the industry woke up with a start when orders placed by railroads aggregated more than the combined demand from 1930 to 1936, inclusive. Since late in 1938, however, equipment purchases have gradually fallen off, to a mere dribble. The outlook then, is for the placing of heavy orders by both railroads to replace the equipment that has either been retired or grown obsolescent over the past decade. When the buying begins, Canadian Car is an obvious market, but the uncertain business outlook has slowed up even normal replacement purchases to such an extent that it is practically impossible to make any predictions as to when the purse strings will be really loosened.

The financial statement of Canadian Car & Foundry for the fiscal year ended September 30, 1937, showed \$4.16 per share earned on the preferred stock, as compared with earnings of \$4.01 in the previous fiscal period. Earnings on the common stock in 1938 amounted to \$1.81 per share against \$1.75 in 1937. Net income was \$1,177,314,

which compared favourably with \$1,134,413 in 1937; \$7,684 in 1936; deficits in the 4 previous years; and \$761,433 in 1931. Net income in 1930 and 1929 was \$2,593,119 and \$3,005,902, respectively. In 1929 and 1930 the company received large equipment orders, but from then until 1937, revenue from this source dried up like a stream in mid-Summer. In 1937, orders totalling \$20,000,000 were received and a backlog of several million dollars was carried over into 1938. During 1938, further large orders were received, and a backlog of some \$5,000,000 is estimated to have been carried over into the current fiscal year which began October 1, 1938.

Kingsland Settlement

On January 11, 1917, the company's plan at Kingsland, N.J., was destroyed by fire and explosion, and the damage was attributed to German sabotage groups in the United States. Reparations claims for \$6,000,000 were entered, and several decisions were lost before the American Mixed Claims Commission in The Hague, Boston and Washington. On the basis of new evidence, a fresh brief was presented in September, 1937, and in decision handed down on June 15, 1939, damages were awarded the companies who had suffered in the explosion. Cash funds estimated at some \$25,000,000 deposited by the German government with the Commission were impounded. Against the original \$6,000,000 claim entered by Canadian Car there is chargeable an unstated amount of American government income taxes, legal fees and costs that had to be incurred through the years. So that beyond saying that the amount that will be awarded the company should be substantial, there is no possibility at this time of making an accurate estimate.

Because railway business booked during the current fiscal year has been very disappointing—barely enough for one month of active plant operations with no orders now in sight—results for the period ending this September 30 will be less satisfactory than for the last fiscal year. The aircraft division is working through a development phase which must be completed before it can return large profits, but the outlook here is promising, with the company standing to benefit from orders placed through Canadian Associated Aircraft as well as from independent orders which have been placed by the British government and which are being filled at the company's Fort William plant. Production has begun on airplanes for the Mexican government on the basis of 3 planes per week. Despite the fact that the preferred dividend was recently passed, patient speculative holders of both the preferred and the common are likely to be well rewarded. Arrears on the preferred amount to \$6.50 per share.

B. C. POWER

Editor, Gold & Dross:

Because I have been a subscriber to your paper for a good many years, and always reading your financial columns I have been impressed by your good sense, I would like to know what you think of B.C. Power. Do you consider this stock, the "A," to have any attraction? What are the chances of dividends being kept up on the "A" stock?

—E. D. N., Victoria, B.C.

While the dividends on the Class "A" stock of British Columbia Power are just barely earned and appreciation prospects are limited, I think that it has appeal because of the high yield afforded. It is selling currently at 27½ to yield 7.4 per cent at the \$2-per-share dividend rate.

Based on sharp gains in the lumbering industry and well supported by the steady mining industry, the company's earnings have improved considerably over the past several months, so that in the 10 months ended April 30, 1939, \$1.82 was realized on the Class "A" stock—the same as in the similar period one year before. I understand that the company is seriously considering new financing that would enable it to purchase property additions to keep abreast of the growth in the region. The Class "A" dividend should be earned and paid over the intermediate term at least.

SKOOKUM, EVA LAKE

Editor, Gold & Dross:

A friend of mine was induced to invest between \$4,000 and \$5,000 in Skookum Gold Mines, and has not been receiving any return for it. He was also a lesser sum in Eva Lake. Will you be good enough to advise what prospects there are for these mines?

—F. W., Owen Sound, Ont.

Due to inability to raise funds for further exploration Skookum Gold Mines has been inactive for over a year. With additional money it is proposed to deepen the shaft from the present 195-foot depth to 250 feet and establish the first level at 225 feet from which point lateral work would be done to investigate the downward extension of surface showings. The outlook appears somewhat uncertain as surface exploration and diamond drilling failed to definitely indicate an ore shoot and values were erratic. Close to 3,000,000 shares out of the authorized capitalization of 4,000,000 are issued.

Eva Lake also has been handicapped by lack of finances. The company has 11 claims in the Sturgeon River area on which surface work and diamond drilling has been done. A 10 per cent interest is held in five claims adjoining the Northern Empire property. I understand work on this group has so far failed to disclose anything of commercial importance.

ALDERMAC

Editor, Gold & Dross:

Please give me a report on Aldermac Copper Corporation and your opinion of the future of the company.

—H. J. C., Tillsonburg, Ont.

Earnings of Aldermac Copper Corporation should be materially increased when its new sulphur pro-

War Bring Us Boom or Slump?

(Continued from Page 7)

and mortgages would shrink to a fraction of their face value; debts of every type would be repaid in a currency of little or no value. Paper wealth would disappear; only real or tangible wealth would remain.

In such a situation the ordinary rules of investment and the ordinary concepts of business practice would have to be discarded. Only one course would be possible—to convert as quickly as practicable all paper assets into tangible assets which would not vanish, regardless of what disaster might happen to our financial system. For the purpose of this discussion, however, let us assume that we avoid both extremes—on the one hand an insupportable debt finally crushing the life out of private industry and on the other hand uncontrolled inflation which destroys every vestige of modern business life. A moderate inflation, however, must under the circumstances be regarded as an inevitable consequence of a war; and therefore investment policy must take into consideration the natural concomitants of inflation such as rising commodity prices, high labor costs, etc.

Industries and companies which will suffer from the conditions and will be unable to increase their revenues to a corresponding degree should be avoided. Utility concerns, gold mines, financial institutions, etc. fall in this group and offer the least protection to investors. On the other hand companies which would receive large war orders and would be able to offset higher operating expenses by sharply increased sales offer the most scope for profits as well as the greatest safety for capital. The steel, equipment, and base metal groups would be specially favored on this account.

Difficulties for All

No sharp line of division can be drawn, however, between those units which would fare badly and those which would benefit from a war. It is probably more important to keep always in mind that a war will mean difficulties for all and the strongest and most capably managed companies will have the best chance of survival. In the last war it was not altogether a question of the type of industry, for if the profits were abnormally large an investigation by the government was apt to follow. For example, in 1917 the Wm. Davies Co. was the subject of an investigation as the government took steps to regulate the profits of the packing industry. As before,

duction plant is brought into operation. The mill structure has been built, but I understand installation of the equipment will have to await some additional financing. Despite the present low levels for copper the company has been able to sufficiently lower costs, thereby making a fair operating profit. Production is close to 1,000,000 pounds of copper per month, with the mill treating about 30,000 tons per month.

Development results were quite

satisfactory last year proving the extension of known orebodies, and with over 2,000,000 tons grading nearly 2% copper along with low values in gold and containing an excellent content of sulphur and iron, the company has no concern regarding its reserves. The proposal of the Quebec government to pay a bonus of two cents a unit for iron oxide as a by-product from the making of sulphur from iron pyrite, should prove beneficial to the company.

cated on an Allied victory. It seems unnecessary to call attention to this fact; and yet the following quotation from a recent article appearing in Barron's gives point to this reflection:

"The rise of December, 1914, and early 1915 can hardly be accepted as a rule of thumb after which our markets can safely be expected to pattern themselves should Europe plunge itself again into a bath of blood. True, prices broke first and then rose to make tremendous profits possible. But certain things happened between the closing of the Stock Exchange on July 30, 1914, and the opening on December 13 which clarified the outlook to a certain extent. The first rush of the German armies toward Paris had been checked. The battles of the Marne and of Ypres brought a definite halt to the apparently resistless invasion. By the time the Stock Exchange re-opened, it was clear that the opposing armies were meeting on a more nearly equal footing. The way was opening for the large scale purchases of war materials, prospects for which sent our markets booming."

"But was the boom inevitable? Even the most casual review of the military history of those early months shows how nip and tuck the whole affair was. Suppose Field Marshal von Moltke had followed completely the 'swing door' offensive formulated in 1905 by Graf von Schlieffen, the German Chief of Staff. At his death in 1913 his last words reputedly were 'It must come to a fight. Only make the right wing strong.' Moltke in a moment of indecision weakened the right, and the German attack bogged down. Suppose the lines at the Marne had not held. Suppose the gas at Ypres had worked. Or even later suppose that Germany had dominated the seas. England was victorious at Jutland, but she lost more ships than did Germany. Germany's submarine force came within an ace of starving England."

"Suppose any of these events had turned out differently. Would the market have boomed? A review of the entire history of the war shows that time and again only fortuitous events made it possible for American factories to continue pouring out their war supplies on which the rising prices on the Stock Exchange depended. Only Fate knows what might have happened otherwise, but just because events worked out in favor of high stock prices here in 1914 and 1915 is no guaranty that the outbreak of war in 1939 would mean the same pattern now as then."

A Possible Hedge

For Canadian investors a possible hedge against serious declines in the price of bonds may be secured by purchasing Canadian issues payable in U.S. funds (at the option of the holder), or perhaps better still by purchasing American issues. It is most probable that a war would immediately cause a decline in sterling and a (more moderate) decline in the Canadian dollar in New York. The premium on the American dollar might reach five or ten per cent, or more, and this would serve to offset to some extent (for Canadian holders) any decline in the price which might occur.

A further safeguard against a too severe loss on bond investments may be taken by substituting comparatively short term issues—those maturing within ten years—for those of longer term. The latter will decline much further and offer no important advantage other than possibly a slightly higher income yield to maturity.

In conclusion it should be recalled that the experience of business and the action of the stock market during, and after, the last war were predi-

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Payment of principal and interest of this issue is unconditionally guaranteed by the Government of the Province of Quebec, each Bond bearing endorsement to this effect. The Bonds are direct obligations of Verdun Protestant Hospital.

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CONCERNING INSURANCE

Rights to Proceeds of Policies

BY GEORGE GILBERT

It is customary for those who hold goods for sale on commission, and for which they may be liable in the event of loss or damage by fire, to protect themselves by means of a policy of fire insurance.

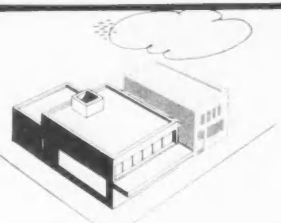
If the goods are destroyed by fire while in their custody, the question arises as to what extent they are entitled to the proceeds of the policy—whether only in so far as they have a lien for services rendered or expenses paid, or whether they are also entitled to the commission which they would have earned and other charges they would be entitled to make if the goods had not been destroyed by fire.

A CASE which was recently taken to the Judicial Committee of the Privy Council for final determination is of more than passing interest on account of the principle involved. In the original action in New South Wales, Goldsbrough, Mort & Co., Ltd., claimed, as brokers, to be entitled to make certain deductions from the pro-

ceeds of an insurance policy, partly for expenses incurred and services rendered before a fire which occurred on their premises, and partly for prospective profits such as commission on sale lost by them in consequence of the fire, and for charges for expenses which, but for the fire, would have been earned or expended and would have been deductible from the proceeds if the wool destroyed by the fire had been sold in the normal course. Mr. Maurice, whose wool was destroyed, was covered by an insurance policy taken out by the brokers, contested the rights of the brokers to deduct from the insurance money any such sums as were claimed.

While the Supreme Court of New South Wales decided in favor of Mr. Maurice, their decision was later reversed by the High Court of Australia by a majority. From their judgment Mr. Maurice appealed to the Privy Council. The appeal, which was allowed, was heard before Lord Atkin, Lord Russell of Killowen, Lord Macmillan, Lord Wright and Lord Romer.

In delivering the judgment of the Judicial Committee, Lord Wright said that the question in the appeal was what were the rights of Mr. Maurice as wool-grower and of Goldsbrough, Mort & Co., Ltd., as wool-brokers, in respect of moneys collected by the brokers under an insurance policy effected by them on Mr. Maurice's wool which they held for sale in their store when it was destroyed by fire.



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JOHN R. RHOADS, who has been appointed agency assistant in the Philadelphia branch of the Manufacturers Life Insurance Company. After graduating from Penn State College, he was connected with a commercial concern as assistant sales manager. In 1930 he joined the staff of the Equitable Life of New York, and for the past two years he has represented the Connecticut General Life. His average annual production has been over \$400,000, and he has specialized in estate planning and tax analysis.

dition quoted above specifically stated that the insured value was not to include profits of any kind.

Hence, said Lord Wright, it was the wool, not any profits, which the policy insured. So far as concerned the brokers' claim against the insurer, there was no need to distinguish between the respective interests of the grower and the brokers in the wool. The brokers were entitled to recover in full from the insurer for the insured value of the wool, which was determined by appraisal in accordance with the policy as being £1,980 0s. 7d.

Brokers' Insurable Interest

ALL parties accepting the correctness of that appraisal, the position was for practical purposes the same as if the wool had been originally valued at that figure in the policy. The brokers did not insure as agents for the grower. They insured the subject-matter, the wool, on account of their own insurable interest in that subject-matter, said Lord Wright. The brokers had not disputed the right of the grower to claim from them an account of the moneys collected under the policy. The dispute was what share of these moneys the brokers were entitled to retain.

That the brokers had an insurable interest in their prospective profits on the wool in store might be conceded, said Lord Wright, but it was an insurable interest in a different subject-matter—namely, in profits, and not in the wool itself. The policy, as already stated, did not insure profits. The apportionment of what was recovered was left to be settled between bailor and bailee, said Lord Wright, the bailor's interest being defined by their lien.

In effect, in a policy of the present nature, the policy moneys, said Lord Wright, represented the goods when the goods were destroyed by fire, and the rights in these moneys were apportionable according to the respective interests or property rights in the goods themselves. It was contended by the brokers that the decision of the Supreme Court of New South Wales would infringe the principle of indemnity, which was the fundamental principle of insurance law. It was said that the grower was awarded by that decision more than an indemnity, because he got the gross selling value of the goods, whereas if the goods had not been lost by fire the grower would have received no more than the net proceeds after deduction of the brokers' charges and commission.

There were many answers to that objection, said Lord Wright. The position in the event of the loss must depend upon the terms of the contract and upon the value appraised as determined by the terms of the contract and, similarly, the apportionment of that value between the grower and the brokers must depend upon the respective rights of property which the parties had in the wool at the time of the fire.

In the result their Lordships were of opinion that the appeal should be allowed, and the judgment of the Supreme Court of New South Wales restored. The appellants wool-grower would have the costs of the appeal and also the costs in the Courts below.

Life Sales in U.S. Show Slight Increase

WHILE new life insurance in the United States for May declined 2.3 per cent. in comparison with the amount for May of last year, according to a report forwarded by The Association of Life Insurance Presidents to the United States Department of Commerce, the total for the first five months of this year was 4.10 of 1 per cent. more than the total for the corresponding months of 1938.

The report aggregates the new paid-for business—exclusive of revivals, increases, and dividend additions—of 40 United States companies having 82 per cent. of the total life insurance outstanding in all United States legal reserve companies. For May, the new business of all classes of the 40 companies was \$604,428,000 against \$618,807,000 for May of 1938—a decrease of 2.3 per cent. New Ordinary insurance amounted to \$424,077,000 against \$384,083,000—an increase of 10.4 per cent. Industrial insurance was \$137,073,000 against \$191,648,000—a decrease of 28.5 per cent. Group insurance was \$43,278,000

Sun Life of Canada

WORLD WIDE
BENEFITS PAID SINCE ORGANIZATION IN 1865
EXCEED \$1,200,000,000
HEAD OFFICE • MONTREAL

against \$43,076,000—an increase of 5 10 of 1 per cent.

For the first five months, the new business of all classes of the 40 companies was \$3,100,676,000 against \$3,086,996,000—an increase of 4 10 of 1 per cent. New Ordinary insurance amounted to \$2,270,194,000 against \$1,963,112,000—an increase of 15.6 per cent. Industrial insurance was \$613,754,000 against \$936,871,000—a decrease of 34.5 per cent. Group insurance was \$216,728,000 against \$187,013,000—an increase of 15.9 per cent.

40th Anniversary of National Life

LAST month The National Life Assurance Company of Canada celebrated the fortieth anniversary of the founding of the company.

On June 29, 1897, the royal assent was given to an Act of the Parliament of Canada to incorporate the company. The petitioners and provisional directors were Henry S. Howland, Elias Rogers, George L. Milne, Robert A. Stevenson, Thomas C. Irving, William Stone, John Pugsley and Richard H. Tomlinson. By June 1899, a sufficient amount of the company's stock having been subscribed, the company was ready to commence business. The original license from the Dominion Department of Insurance is dated June 23, 1899 and on June 29, 1899 the first policy was issued. At the end of the first year's operations, insurance in force stood at \$604,000. From this small beginning, the company showed a steady conservative development until at the end of 1938 business in force amounted to \$59,193,609 with assets of \$12,485,385 and policy reserves of \$11,316,566.

The company has agency offices across Canada and in Hamilton, Bermuda and Kingston, Jamaica. Policyholders of the National Life are scattered far and wide throughout Canada. Included are many leaders in business and the profession. The amount of business in force and its excellent geographical representation combined with a sound investment policy provides an excellent foundation for future progress. The Board of Directors is made up of H. Rupert Bain, President; Robert Fennell, K.C., Vice-President; Col. The Hon. Herbert A. Bruce, M.D., LL.D.; The Hon. Eric Werge Hamber, The Hon. David O. L'Esperance, Lieut.-Colonel Sidney C. Oland, V.D., A.D.C.; Allan A. Aitken; A. H. Beaton, K.C.; Fraser D. Reid; Denton Massey, M.P.; D. H. Gibson and Alfred Rogers, Jr.

Inquiries

Editor, Concerning Insurance:

As subscriber to your paper, would you kindly give me your valued opinion and advise me if the "State Farm Mutual Automobile Insurance Co."—465 Bay St., Toronto, is safe to insure with. The Head office is located at Bloomington, Ill., U.S.A.

—V. B. J., Winona, Ont.

State Farm Mutual Automobile Insurance Company of Bloomington, Illinois, has been doing business in Canada under Dominion registry since April 6, 1938. It is regularly licensed in this country, with Canadian head office at Toronto, and has a Government deposit of \$103,000 for the protection of Canadian policyholders exclusively.

It is a mutual company, but on December 30, 1938, the board of directors adopted an amendment to the by-laws eliminating the contingent liability of policyholders. Paragraph 2 of the mutual conditions of the policy has been amended to read as follows: "This policy is non-assessable."

It was organized in 1922, and at December 31, 1938, its total admitted assets were \$15,702,434.75, while its total liabilities amounted to \$11,432,190.51, showing a surplus of \$4,270,244.24 over unearned premium reserve, contingent reserve and all liabilities.

It operates in 38 states of the United States and in the Province of Ontario. Its net premiums written last year, new and renewal, amounted to \$13,037,655.00. It is safe to insure with for the class of insurance transacted.

Editor, Concerning Insurance:

Would you kindly satisfy the curiosity of an appreciative reader of your paper by supplying what information you can concerning the "Loyal Protective Life Insurance Company"?

This American Company, with Canadian headquarters in Toronto, offers a peculiarly attractive health and accident policy. What do you think of it?

G. E. E., Vankleek Hill, Ont. Loyal Protective Life Insurance Company, with head office at Boston, Mass., and Canadian head office at Toronto, has been in business since 1909, and has been operating in Canada under Dominion registry since 1913. There were two companies originally, the Loyal Life Insurance Company and the Loyal Protective Insurance Company, the two being merged in 1937 under the present title.

As the company is regularly licensed in this country, maintains assets in Canada in excess of its Canadian liabilities, and is in a strong financial position, it is safe to insure with. It has a deposit with the Government at Ottawa of \$242,993 for the protection of Canadian policyholders exclusively. All claims are readily collectable.

Under the non-cancellable provision of its policy, the insured has the right of renewal by the payment of the premiums when due until he has received in the aggregate indemnities for disease and indemnities for disability by reason of bodily injury as

Precautions for Royal Safety

Their Majesties were guarded against all mishaps. How about yourself or her royal highness, Your Wife? The best guard against embarrassing financial shortage in case of Accident or Sickness is a Policy in the "Mutual Benefit", which pays a cash indemnity in case of Sickness or Accident for a day or a life-time.

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This Company gives every consideration to the interests of its Policyholders.

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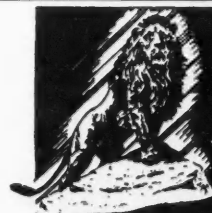
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Incorporated by Royal Charter, 1727.
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London: West End—4, WEST SMITHFIELD, E.C.1.
49, CHANCERY CROSS, S.W.1.
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BURLINGTON GARDENS, W.1.

TOTAL ASSETS \$85,891,644

Associated Bank—Williams Deacon's Bank, Ltd. (Members of the London Bankers' Clearing House)

provided by the policy for a period of sixty weeks, and except that, after the insured has passed his sixtieth birthday, the indemnities are reduced one-half, and after the insured has passed his seventieth birthday the policy is only effective in respect to the indemnities for accidental injuries.

That is, when the insured has received altogether sixty weeks' indemnity for disease, the policy no longer covers him as regards sickness, and when he has received sixty weeks' indemnity for disability due to bodily injury, the policy no longer covers him against accident.

Editor, Concerning Insurance:

Will you please give me some information regarding "The Equitable Fire Insurance Company" of Montreal. This is a stock mutual company and I would like to know if it is safe to insure with and if I am liable to assessments.

In case of a fire would there be any difficulty in collecting from a Montreal company?

I would like also to have the same information regarding "The Balaire Fire Insurance Company" of Basle, Switzerland, with Head Office for Canada in Montreal.

—M. W. F., Toronto, Ont. The Equitable Fire Insurance Company with head office at Montreal, was incorporated in Quebec in 1901 and commenced business in the same

year. It operates under provincial charter and license, and not under Dominion charter and registry.

At the end of 1937, the latest date for which Government figures are available, its total admitted assets were \$1,307,198.43, while its total liabilities except capital amounted to \$109,334.10, showing a surplus as regards policyholders of \$1,197,864.33. As the paid up capital amounted to \$20,000.00, there was thus a net surplus of \$1,177,864.33 over capital, reserves and all liabilities. It occupies a strong financial position in relation to the volume of business transacted. It is regularly licensed in Ontario for the transaction of insurance on the cash plan. If you insure on the cash plan you are not liable to assessment. The company is safe to insure with.

Balaire Fire Insurance Company Limited, of Switzerland, with Canadian head office at Montreal, was incorporated in 1863, and has been doing business in Canada under Dominion registry since 1922. It is regularly licensed in this country, and has a deposit with the Government at Ottawa of \$138,670 for the protection of Canadian policyholders exclusively. Its total admitted assets in Canada at the end of 1937 were \$192,909.52, while its total liabilities here amounted to \$103,769.00, showing a surplus in this country of \$89,140.52. It is in a strong financial position and safe to insure with.

Consolidated Fire and Casualty Insurance Company

FIRE
AUTOMOBILE
PLATE, GLASS
LIABILITY
FIDELITY AND
SURETY BONDS

H. BEGG
MANAGING DIRECTOR

Estate Planning For The Average Man

(Continued from Page 7)

the expense of higher education for the children. (Here again the number of children and plans for them so affect the need that the item may appear as \$500 in one estate plan and \$10,000 in another.)

(d) Funds to be available at the death of the widow for the purpose of meeting any expense incident thereto, and as a cash or further income legacy for distribution among the children as adults. (Actual or possible estate size in relation to essential family needs will ultimately be the greatest factor in determining this amount. But there will be some desirable figure, particularly if there are children, and this should be initially estimated.)

To these five items, for which provision must be made in any well-planned estate, there may be others of a unique nature, the need and extent of which the individual must assess for himself.

While we have dealt with the list of family requirements above, there is still one obligation which your estate must first meet before a single penny is available for the family. This obligation is, in the strictest sense, your own, although we list it now as Item (e) of the family requirements:

(e) The bills which you have not had either knowledge of or time to pay personally, but which become immediately payable through your death. While the amount of this "clean-up" account cannot be accurately determined in advance, reference to the usual items in it will be a guide: doctor, hospital, nurse, funeral, outstanding accounts, probate costs, executors' and administrators' fees, succession duties, and taxes on last year's income. (We can only suggest, for estates under \$50,000, a sum representing 7 to 10 per cent of the total estate.)

2. Capitalization of Needs

For Items (c), (d) and (e) of the estate's requirements we already have the amounts expressed in terms of capital. But before we can arrive at the advisable estate total we must also convert the income requirements of Items (a) and (b) into capital terms.

The mathematics of income translation into capital is neither as complicated nor as difficult as many imagine.

Dealing first with Item (a) which we assume is an income to your wife for life, we first deduct from it the interest income to be derived from any permanent capital considered necessary under Item (d). You may be conservative enough to accept 3 per cent, or optimistic enough to assume 5 per cent, as the probable interest return on this money. But in any event your assumed annual return, divided by 12, is to be subtracted from the income figure before capitalization.

Since the balance of the widow's life income is to be derived from exhaustion of capital during her lifetime, the only accurate computation of the adequate minimum capital required is by the use of annuity figures. (To a wife, age 30 at the death of her husband, \$1,000 will guarantee approximately \$37.75 per month for 20

years and for as long thereafter as she may live; at age 40, this guarantee is approximately \$40.00; at age 50 it is \$45.00. If the guarantee is for 10 years and her after lifetime, the monthly income from \$1,000 will be increased by approximately 25 cents. These are average annuity guarantees from insurance proceeds). As an example: if your wife's proposed life income, apart from that provided by interest from Item (d), is \$50.00 monthly and your wife is now 37, the current capitalized need is approximately \$12,500.

When you turn to the income additions for the dependency periods of children, as planned under Item (b), you must first deduct the income available from the capital proposed to be set aside under Item (c). Taking 1/12th of the 3 or 5 per cent annual return from (c) as the monthly income already provided for a number of years, it is an easy matter to determine the approximate balance of capital needed to provide the remainder of each child's predetermined income for the estimated necessary period from the following table:

(Assuming that the capital can be steadily encroached upon while four (4) per cent interest is earned on the balance.)

\$1,900 is the capital value of . . .	\$10 monthly payable for 25 years
\$1,666 is the capital value of . . .	\$10 monthly payable for 20 years
\$1,363 is the capital value of . . .	\$10 monthly payable for 15 years
\$1,000 is the capital value of . . .	\$10 monthly payable for 10 years
\$ 550 is the capital value of . . .	\$10 monthly payable for 5 years

By the exercise of reasonable care in his computations the examiner of his own estate problem has now capitalized his estimate of every estate and family requirement with reasonable accuracy and, by totalling them, has completed Step 2 of his estate plan.

3. Valuation of Estate

This step is an obviously easy one for the majority of men. The only danger arises from the very human tendency of everyone to overestimate the saleability and consequent sale value of his own real property. Overvaluation can be definitely harmful to your estate program. An underestimate of your equities is a further safeguard in your planning.

Real property which would not be sold and which may not be revenue-producing should not be included.

One difficulty in determining your total estate value may arise from having assets of an unmarketable form which are, or will be after your death, productive of a certain guaranteed income (i.e. an annuity for one of the family, a "family income" policy, a business interest or royalty). These may be treated in one of two ways.

You can determine approximately their commuted or capitalized value as it will be at your death from the income equivalent tables above. Or, if you prefer, you can eliminate these assets from your estate valuation by treating them as income provision to be deducted from the income requirements of (2) above before these requirements are capitalized. While the latter method is the simpler, it will not give you the actual total estate value.

4. Requirements and Estate

By this time one of three results is evident from your computations. Your estimate of the estate value is greater than the desirable minimum of requirements arrived at under (2); it approximately equals the latter figure; or it falls short of it.

If either of the first two fortunate situations is found to exist, you may first congratulate yourself and then proceed with the problem of administration for which suggested procedure is outlined under (6) below.

If, however, you find that the estate total is in any degree inadequate to provide for your estimate of total requirements, certain serious decisions must be made.

Obviously, for the estate to be considered a planned one in any sense of the word, the totals of these two items must be at least approximately the same. The provision as planned for the family must be reduced or the size of the estate increased—or both—until one equals the other.

It may be possible, of course, that your estimate of family needs was actually too generous in relation to your current income, and that these figures can be safely reduced. I can only suggest that you re-examine each item of the family's requirements, and in fairness finally fix each at what you honestly believe is its "desirable minimum."

When this has been done, and an estate shortage still exists, there is only one solution—an immediate increase of the estate up to the point where the estate requirements and the provision for them coincide.

5. Means and Outlay

And so we come to the question of life insurance—for the simple reason that life insurance provides the only known way whereby any such increase in one's estate can be immediately obtained. As has been aptly said, "For the man who needs a larger estate, there can be no substitute for life insurance and no argument against it."

It is not our intention to discuss the various plans of life insurance or their relative merits. There is no need. Such information can be secured at this point in your computations with a great deal more accuracy and detail from an interview with some intelligent life insurance man who may know something of your personal problems, and whom you should now definitely consult if you have not already done so earlier in your planning.

One important aspect of adding life insurance is invariably that of the premium obligation. It may, probably will, mean some sacrifice. But, if the annual premium for your necessary estate increase is found to be too much of a sacrifice to contem-

plate, there is definitely something wrong, either the standard of living as planned for your family after your decease is too high in relation to your present one; or your present standard is too high for your current income; or you are planning to pay for the insurance over too short a period of

\$10 monthly payable for 25 years
\$10 monthly payable for 20 years
\$10 monthly payable for 15 years
\$10 monthly payable for 10 years
\$10 monthly payable for 5 years

years. You need only determine where the error lies, and rectify it. (As has been inferred, this article is intended primarily for younger men. The statement immediately above may not be true for those in their fifties or sixties.)

From experience of estate planning with men in various income brackets, one little known fact concerning estate creation through life insurance stands out. This is that any young man with no estate who finds it possible to invest 10 to 12 per cent of his income in life insurance will be able at all times throughout his earning period to make estate provision for his family which bears a reasonable relation to his family's current standard of living; and at the same time provide himself with a substantial contribution towards his own security in later life.

Since the size of the current income predetermines the standard of intelligent living and the consequent estate requirements, it is only logical that any income which provides more than the necessities of life is also capable under intelligent management of maintaining the necessary estate.

6. Administration

An estate, large enough to take care of all the family's desirable needs, is in itself no guarantee that these needs will be looked after. Further steps must be taken to ensure completion of your plans—to ensure, in short, that the equities of your estate will be so dealt with and protected that they will be available at the proper times and in the proper amounts as provided in your plans.

Perfection in attaining this end may not be possible, but there are methods and instruments available to you which can at least bring your estate plan close to this ideal.

A will is obviously one of the essential instruments for accomplishing this purpose. A trust agreement, or a number of them, covering securities or life insurance, may also be found necessary. There are many forms of each and all have their uses and distinctive advantages in dealing with particular types of assets or requirements.

One purpose of your will is to ensure that your own affairs are wound up in the most practical and economical fashion. But the basic purpose of your will, and of any other instruments which you may decide to use, is to ensure that your estate will continue to be administered in the best possible manner for as long as necessary to provide for those beneficiaries and those needs for which it was planned.

Obviously this basic purpose eliminates such careless, roughshod treatment of the appointment, as sole executor, administrator and trustee, of some person with little or no experience of estate and investment problems. Your estate has a planned task ahead of it. At some sacrifice to yourself it has been made equal to the task. To have it handicapped by inexperienced or untrustworthy administration is unfair both to yourself and your dependents.

But so many factors affect decisions concerning methods and details of administration that you will do well not to rely too much on your

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own judgment. Seek advice. A lawyer in whom you have confidence is one of the first men to consult concerning the particular procedure best suited to your estate and your family's needs. You will find, too, that the estates officer of any established trust company will gladly give you free advice which will be none the less valuable on that account.

And the properly trained life insurance man, who was paid for his advice with your last insurance purchase or who will be with your next, is in a position to give you worthwhile suggestions covering separate administration of insurance proceeds. Consult them all. They may not entirely agree among themselves concerning administrative methods, but do not allow that to discourage you. On the points on which they do agree, accept their judgment; on those on which they disagree, decide for yourself.

After developing every detail of your plan on the basis of this advice, it may be that opinion within your family discourages the appointment of an experienced administrator or the creation of some advisable trustee income. Whether you should 'make a sale' at home, or whether you should postpone announcement of your action, is not for us to advise. But we do advise that you do not permit this rather prevalent complication to postpone or prevent completion of the plans you know to be sound.

If your income permits enjoyment of a reasonable standard of living for yourself and your family, there is nothing to prevent you from having a planned estate designed for your family in accord with that standard. There are few greater satisfactions in life than the knowledge of having it.

Mines

BY J. A. McRAE

KIRKLAND LAKE Gold Mining Company will begin work immediately on enlargement of its mill from current capacity of 250 tons to 400 tons daily. With ore reserves now close to \$4,000,000 and deep developments pointing the way to continued large reserves, this plan to increase production is in line with expectations.

Kerr-Addison Gold Mines, now milling 700 tons of ore daily, is to add a further unit as quickly as construction can be carried out. The increase will be to 1,000 tons daily, with building and primary equipment rated at a total of 1,500 tons daily. The mine is considered to have an ore reserve of close to 2,000,000 tons, containing between \$6 and \$7 in gold per ton.

Buffalo Ankerite will pay a dividend of 25 cents per share August 15th, making a total of 75 cents per share or \$526,259 paid out so far in 1939.

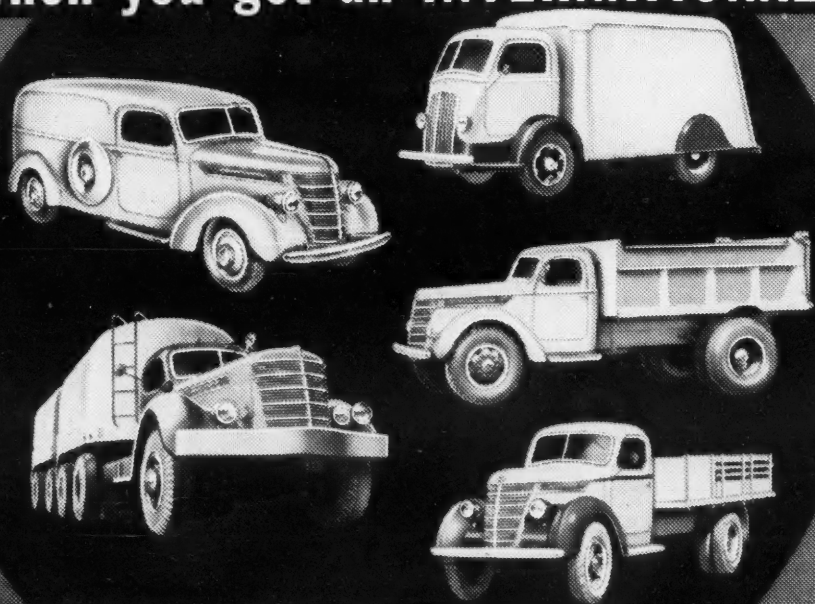
Gold output from Canadian mines during the first four months of the current year amounted to 1,623,300 ounces valued at \$56,815,600, an increase of 12 per cent. over the first four months of 1938.

J. M. Consolidated ended the fiscal year March 31st with an operating loss of \$41,188. The mill operated less than seven months.

Sigma Mines, subsidiary of Dome Mines, has shown a net profit of between \$60,000 and \$65,000 per month so far during 1939. Stopping so far has been confined largely to between the 475 ft. level and surface, but with four more new levels between 475 and 1,000 feet being made

(Continued on Next Page)

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Rearmament and Trade

BY GILBERT C. LAYTON

Saturday Night's Financial Correspondent in London

IT IS axiomatic that rearment causes an increase in imports at the same time as it tends to reduce a country's competing power for exports. The May returns of Great Britain's overseas trade showed the early stages of the orthodox process. British exports were £42,273,000, as compared with £38,165,000 in May 1938; imports rose from £75,399,000 to £78,541,000; while re-exports fell from £7,177,000 to £5,012,000.

The result was an increase of £1,199,000 in the adverse balance of trade. Although these figures are definitely more cheering than any for quite a time, their real significance is in so far as they point to the future.

In assessing their value as an index of the power of rearment to influence trade it is necessary to bear in mind that they have been affected by such independent influences as the British-American Trade Agreement, which has played some part in stimulating exports to the United States. Moreover, to the extent that the returns give monetary values and not quantities, they show the fortuitous incidence of movements in commodity prices. It is true that the effect of rearment will be to increase commodity prices, but so far the effect has not been appreciable; wheat, for instance, broke in price and the reduction in the value of Britain's imports of the commodity concealed a quantitative increase.

The main cause of the rise in the level of imports, on a daily basis, to about 7 per cent. higher than they were in the first quarter of the year was the increase in purchases of raw materials and of such industrial products as steel and machinery. This is true to the type of the recovery movement set in motion by the demands of arms.

Exports Fettered

In the early stages the only real beneficiaries from arms spending are those industries more or less directly concerned with arms manufacture. Similarly, the greatest weakness in Britain's exporting strength is to be expected in those spheres of activity over which a prior claim is exercised by rearment needs.

The picture takes on a different aspect later in the process, however. Gradually, arms expenditure stimulates activity throughout practically the whole range of industry and commerce. But as this stage approaches so the fetters placed by rearment upon the export industries grow heavier. The only qualifying factor to be considered here is that a large increase in imports raises the purchasing power of the overseas countries concerned and so increases the market for British products abroad. Even this, however, clearly will avail nothing if, while the increased demand for Britain's exports is there, the exporting industries are not in a position to satisfy it.

A proportionately much greater rise in imports than in exports is to be expected, and the point at which the growth in the visible adverse balance of trade becomes serious will be where Great Britain's industry approaches near to the state of full employment, and where the seasonal peak of imports is reached. The time is likely to be the autumn.

Then, if sterling comes under severe pressure and if the overseas trading position is clearly becoming seriously unbalanced, the Government will have to consider means for preventing further deterioration, and, if possible, to attempt to find some way to redress the balance.

Trade Limitations

There is a clear limit to the extent to which Great Britain's major exports can be stimulated, for these exports—of heavy industrial and engineering products—are produced by industries whose fullest endeavors will be required to satisfy military needs at home.

(This is not true of the textile trades, but here there are other factors operating which will be only partially offset by the New Deal to Lancashire afforded by the Cotton Bill.) On the other hand, it should not be impossible for the government to assist in the development of the subsidiary exporting trades, whose products do not conflict with rearment requirements.

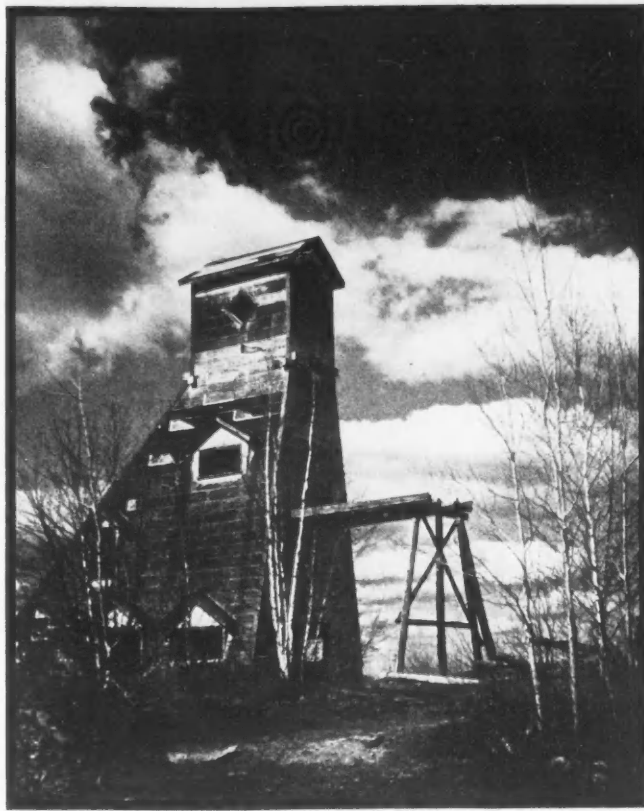
On the import side it is equally true that there is no question of limiting purchases of materials required to further the arms program. If it does become necessary to restrict imports, then the Board of Trade will have the task of separating them into the categories of the essential and luxury types, and of discovering methods to hinder the latter.

It may reasonably be supposed that before affairs reach this stage a serious problem relating to sterling will have arisen. A falling sterling exchange is less to be suffered when the need for large imports creates the need for a high level of purchasing power than when the paramount need for exports indicates the corresponding need for creating competitive price levels.

Sterling Problem

Moreover, in addition to the obvious reasons why sterling should not be allowed to deteriorate, there is the consideration that gilt-edged prices at home tend to move in sympathy with the exchange value of the pound. For the economic implementation of the huge program of borrowing already mapped out, the Treasury will require strong gilt-edged prices and a correspondingly low rate of interest.

It will not be within the power of the Exchange Equalization Account—nor is it within its function—to counteract the persistent influence of a growth in the adverse trade balance. If the attempt were made to introduce a barrier to groups of products, and perhaps of commodities, on the



"CEDED TO NATURE". An abandoned headframe on an early shaft in the gold producing regions of Northern Ontario. A Spring study by J. Vernon Sambrook of Kirkland Lake, Ont.

ground of their relative luxury nature, then the government may find that it is straining patriotism rather far.

Much the best way is to do everything possible now to stimulate ex-

ports of goods whose production does not require the same sort of materials or services demanded by armaments. To be effective, however, this must be done now, and not delayed until the situation is acute.

Western Oil and Oil Men

BY T. E. KEYES

THE results of the diamond drill test at the Clearwater field indicate that a new oil and gas field has been discovered in Alberta.

An official of Canyon Oils, Limited, which company is jointly interested with the Calgary Gas Company in financing the test, says that gas, with a naphtha content in good quantity and excellent pressure, was found around the 2500 ft. horizon. In addition to this naphtha, oil of an undetermined amount in an upper zone was encountered.

The hole is only a few inches in diameter, making it impossible to conduct an exhaustive test. The well may be deepened to test the remainder of the Devonian, where a real quantity of oil may be stored under this naphtha, which, being the lightest, is invariably found on the top of the oil.

The structure is located in the foothills area west of Innisfail in rather rough country. The distance by road from Calgary is about 175 miles, and at times last winter and spring, when the roads were blocked, carrier pigeons were used to bring progress reports from the well.

Canyon Oils is operated by a group of young men in their early twenties, recently graduated from U.S. universities.

Great importance is attached to this strike by local oil men, some of whom have for years been looking for just such a shallow structure.

While everyone is glad of the boys' good fortune and hoping that further drilling will definitely prove a major oil field, all consider that Lady Luck has surely been on their side to date; especially when one considers that large oil companies with highly trained technical staffs have drilled around 40 wells on various promising structures, and have failed to find commercial production or a field with as good possibilities as Clearwater presently has.

The Calgary Gas Company is a subsidiary of the International Utilities Co. of New York, and in the past the company has done considerable wildcatting. As this is written their geologist, S. E. Slipper, is out of the city.

For several weeks we have heard many nice things said about the various members of our oil delegation who went to London and the good work they have done.

However, apparently they have accomplished more than just creating good will. Press and other dispatches from Ottawa indicate that a considerable amount of British capital is available to both build pipelines and help develop some of our structures.

As this is written, Major Robert Benson, a London financier, is still in Ottawa with W. S. Campbell of Edmonton, who was a member of the delegation to London; and they are reported discussing the building of a pipeline to Fort William with the Federal Cabinet.

While on the subject of pipelines, the Walter F. Thorn and Franco Oils interests announced last week that a new application for an exclusive gas franchise would be made to the Saskatchewan Local Government Board, giving them the right to build a pipeline and gas distributing system in the city of Saskatoon.

Approval of a previous application was withheld chiefly on the ground that the supply of gas within Saskatchewan was not proven, and

that approval for the right to export gas from Alberta had not been approved by Alberta authorities in case it was required to supply the Saskatchewan market.

According to press and other dispatches Mr. Thorn considers that he can now satisfy the Board on these points.

Northern Natural Gas Co. Ltd., a wholly-owned subsidiary of Franco Oils Limited, was the company with whom the city of Saskatoon signed the agreement. The evidence was that this company had no gas contract with producing gas companies. However, its parent company, Franco Oils Limited, held these contracts, and my understanding is that it is only a matter of the Franco Company turning these contracts over to its subsidiary and proving to the Board that it has the necessary gas supplies available either in Saskatchewan or Alberta, and that the company will have no difficulty in doing this. The Franco Company has several subsidiaries, but they are all wholly owned and there are no overriding royalties payable to anyone on its 78,107 acres of potential oil land.

Mines

(Continued from Page 11)

ready. Also, sinking is in progress in putting the shaft down another 1,000 feet to a total of 2,000 feet in depth.

McIntyre-Porcupine, having accumulated a greater surplus than that of any other gold mining company in Canada, has finally decided to distribute bonuses from time to time. The mill is handling ore at a rate of about 850,000 tons annually, and is producing at a rate of over \$8,000,000 a year. Substantial bonuses may be distributed annually without drawing anything from the surplus already set up.

Smelter Gold Mines has a report from the company's engineer at Yellowknife with information that a vein of quartz five feet in width has been discovered, and on which surface trenching and blasting has commenced.

Thompson-Cadillac is reported to be going into voluntary bankruptcy, following a long and unsuccessful mining and milling effort in the Quebec field.

Sudbury Basin Mines is considered to be in line for a substantial dividend disbursement around the end of this year, on the strength of current income chiefly in the form of 30 cents per share annually on the 1,200,000 shares which Sudbury Basin holds in Falconbridge Nickel Mines.

Split Lake Gold Mines has made a test shipment of ore from its Bigstone Bay property to the mill on Little Long Lac Gold Mines. This test is preparatory to commencement of production on an estimated rate of possibly 50 tons of ore daily.

Gold production from the mines of Ontario during the month of May reached \$8,986,534 for the largest month so far in the history of the industry. To maintain this rate would be for this one province to produce over \$107,000,000 in gold annually.

Sylvanite Gold Mines is making good headway in adding to its milling plant at Kirkland Lake with a view toward attaining a rate of 575 tons daily. A slightly lower grade of ore is to be treated in the enlarged plant,

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so as to maintain output at about the present level, but at the same time be able to draw upon lower grade sections of the mine and thereby add to visible ore resources.

Ontario mines produced \$43,052,286 in gold during the first five months of 1939, compared with just \$38,863,961 in the first five months of 1938.

Tyrantite Mines, subsidiary of Sylvanite Gold Mines, has its new mill of 200 tons daily capacity in full operation.

Teck-Hughes Gold Mines is meeting the inevitable, a gradual decline in production from its original property at Kirkland Lake. The company started with only about 1400 ft. in length of property along the strike of the ore zone. For that reason, in order to maintain output, was compelled to dig into lower horizons at a more rapid rate than would other-

wise have been necessary as in the case of the other large producers of the Kirkland Lake district where larger acreage is held along the ore zone. Here is the picture:

Year	Output
1934	\$5,877,974
1935	5,017,156
1936	4,770,666
1937	4,570,855
1938	3,930,535
1939 (1st half est.)	1,600,000

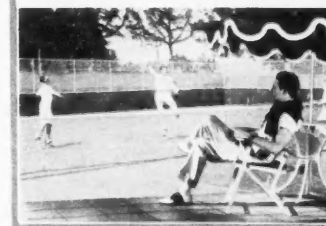
Teck-Hughes produced \$819,000 in the first quarter of 1939 compared with an average of over \$900,000 quarterly in 1938. A redeeming feature from the point of view of shareholders of Teck-Hughes is the fact that the company holds over 70 per cent. of Lamaque Gold Mines, a new gold mining enterprise in Quebec which is now producing gold at a rate of close to \$5,000,000 a year and yielding important profit to Teck-Hughes.

How to Plan a Trouble-Free Vacation



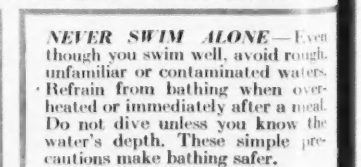
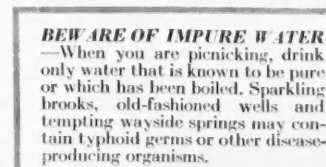
DON'T OVEREXERT—Take your exercise in moderation at first. Fast tennis, long swims, or climbing mountains may thrill you, but think twice—athletes break into training slowly! Even young hearts can be dangerously strained by sudden, prolonged exertion.

DRESS LIGHTLY—EAT WISELY—Guard against sunstroke or heat prostration. Wear porous clothes and always keep your head covered when in the scorching sun. Eat light foods, properly salted to replace the salt lost through perspiration. Drink generous amounts of cool water.



BEWARE OF IMPURE WATER—When you are picnicking, drink only water that is known to be pure or which has been boiled. Sparkling brooks, old-fashioned wells and tempting wayside springs may contain typhoid germs or other disease-producing organisms.

NEVER SWIM ALONE—Even though you swim well, avoid rough, unfamiliar or contaminated waters. Refrain from bathing when overheated or immediately after a meal. Do not dive unless you know the water's depth. These simple precautions make bathing safer.



THREE HELPFUL BOOKLETS—Prompt application of artificial respiration has revived many persons apparently drowned. The Metropolitan booklet "First Aid" tells how to apply artificial respiration, and how to treat by poisoning, stings, sunstroke, snake bites, etc. Two other booklets—"Swimming and Life-Saving" and "Calling All Drivers"—will help you plan a trouble-free vacation. A post card will bring you all three... or mail the coupon.

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SATURDAY NIGHT

PEOPLE

TRAVEL

FASHION

HOMES

THE ARTS

TORONTO, CANADA, JULY 1, 1939

A Hint or Two For Those About to Visit the World's Fair

BY E. L. PATCHET

TO EXPLORE adequately the World's Fair requires about a week's time and considerable physical stamina. The last item is quite important, as I have learned from experience. You are, of course, familiar with the "Perisphere and Trylon," the motif of this colossal exhibition which flaunts itself in gargantuan splendor across the meadows adjacent to Flushing, Long Island, territory which is really a segment of metropolitan New York. But confidentially, as your days of sight-seeing blend one with another these impressive structures cease to impress. You become conscious of a great foot weariness and even although much has been done mechanically to transport the throngs that have to leg it around the pavement, nowhere in "The World of Tomorrow" do they exhibit a mechanical substitute for human feet. Hot summer days will aggravate fatigue and those who are particularly susceptible should defer their sight-seeing until the Autumn.

How you go to the Fair, of course, depends on preference and pocket-book. You may use a plane for speed, an air-cooled train for convenience or a bus for economy. But at no time have you been able to buy transportation as cheaply as at the present. You may, of course, want to make it a motor vacation as we did (myself, my wife and eight-year old son.) Excellent highway maps are to be obtained from any of the large oil companies' touring services who will make

THE PICTURES

GOAL OF MOST VACATIONISTS this year is Grover Whalen's World of Tomorrow, seen here in some of its more spectacular aspects. TOP, an air view of the Fair grounds with the spires of Manhattan silhouetted against the horizon. INSET, one of many brilliant commercial buildings which feature unusual lighting effects. SECOND ROW, left, the amazing fountain display in the Lagoon of Nations which operates to a musical accompaniment, and right, the Canadian Pavilion. BOTTOM ROW, some examples of the graceful statuary which adorns the grounds. Left, "Speed" by Joseph Renier, centre, "Builders of the Future" by William Zorach, right, the largest portrait statue fashioned by mankind in modern times—the 45-foot George Washington by James Earle Fraser.

up your route for you and also supply you with special maps of New York City and the World's Fair. The main problem which faces the motorist unfamiliar with the heavy and congested traffic surrounding New York City is the selection of the least crowded and plainest marked entrance or exit to the city or the Fair.

Experience has taught me that it is best to arrive in New York by motor around 7 o'clock in the evening on week days or on a Sunday forenoon and to make my exit from the city quite early in the morning. To avoid making wrong turns I map out my route in careful detail, using highways that have route numbers in preference to highways or parkways that have names only.

New York City is liberally supplied with hotels whose rates offer great variety, depending on the service you require. Whether rooms will be freely available when the season reaches its peak in July and August remains to be seen. It would, I think, be wise to make your reservations in advance, and if you can, through a travel agency. If you motor, prepare to put your car away while in New York and depend on the city's cheap and rapid transportation system of subways, buses and taxi cabs. Incidentally, motorists can obtain from some of the oil companies not only route maps but a list of hotels and other forms of accommodation available in and outside of the main hotel district.

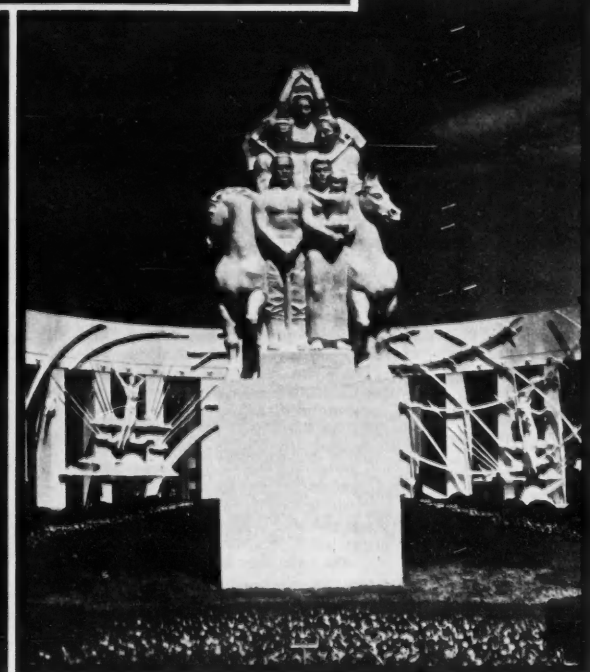
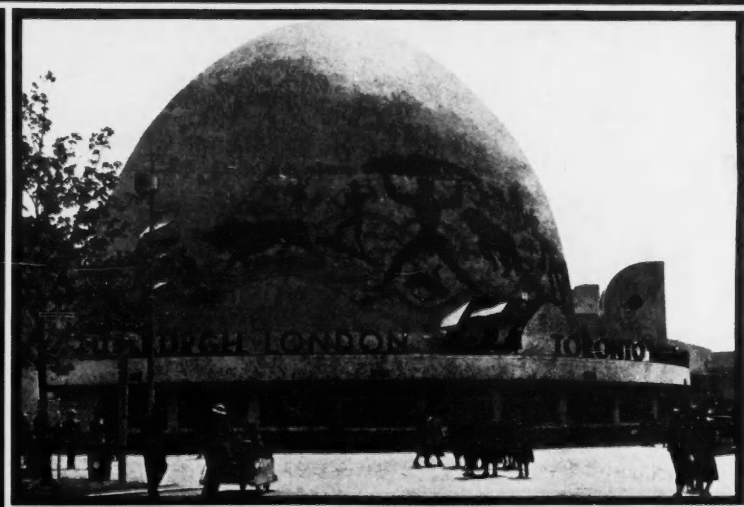
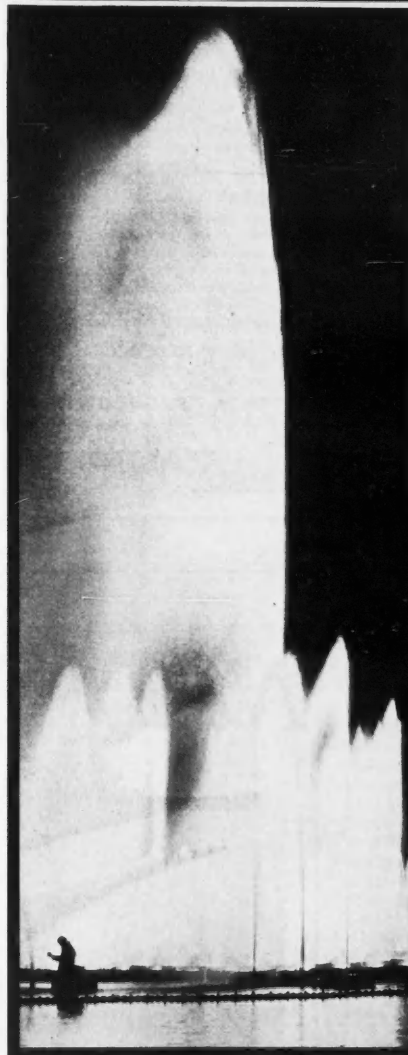
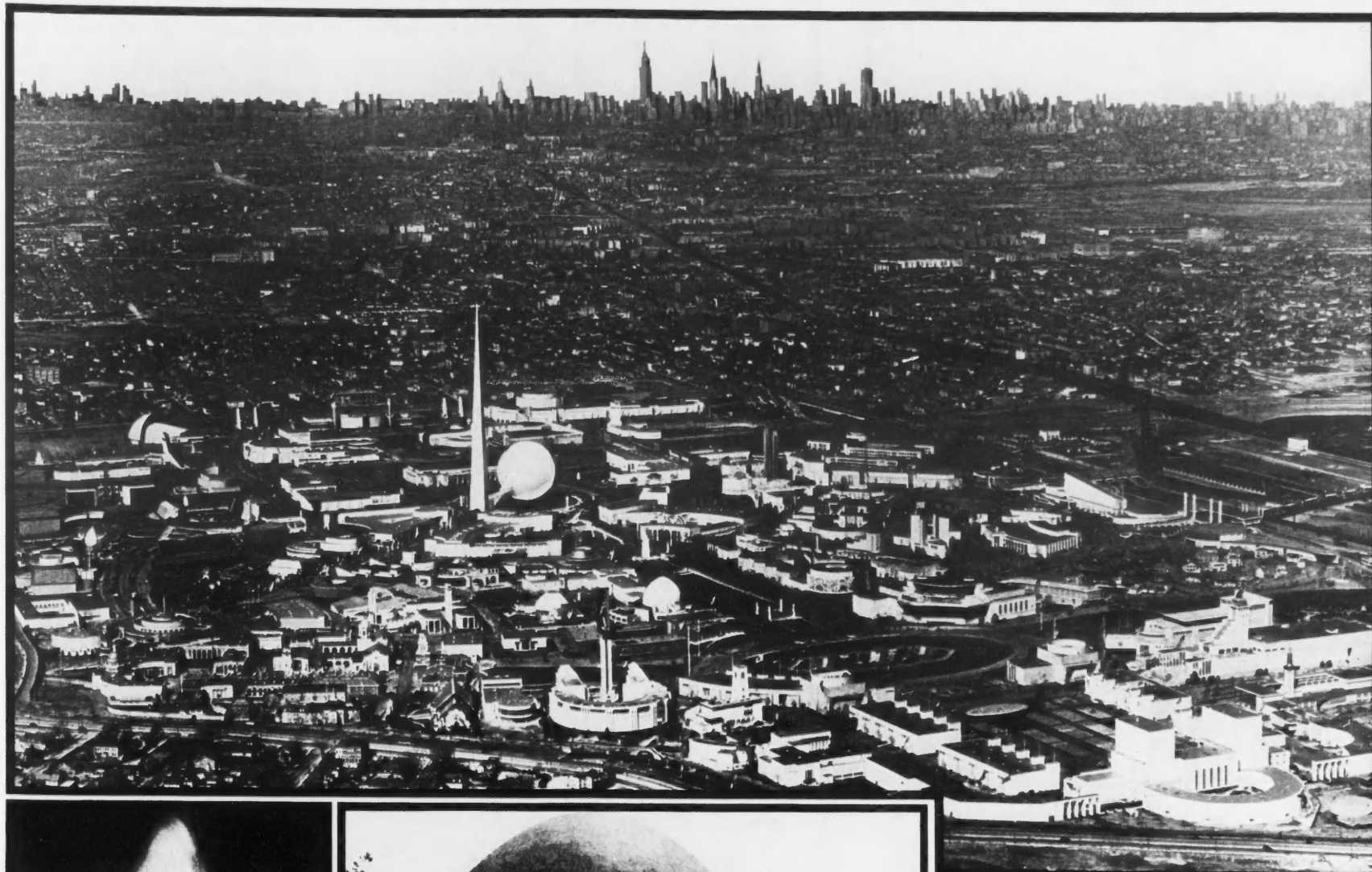
Transportation to and from the Fair is mainly by way of the subway or special non-stop World's Fair trains running out of the Pennsylvania Railroad Station. The subways take from half an hour to forty-five minutes and you may have to stand, but the non-stop trains go direct to the Fair in ten minutes. In each case the cost is a dime. You may, of course, prefer the more comfortable buses that maintain a regular service from the Times Square district.

If you are going to spend most of your time at the Fair and only want to go into New York City incidentally, it is possible to stay, as we did, in Flushing, within a few minutes' walk or taxi ride of one of the Fair's entrances. Subway and train service to New York City is quite accessible.

Getting Around

It is obvious that to roam over 1216½ acres and 70 miles of pavement to say nothing of the miles of corridors and hallways in the buildings, and to avoid excessive fatigue, you have to proceed on a methodical basis. I would suggest first that you buy the New York Herald Tribune and use its very excellent map and daily calendar of events. Then secure a catalogue of the Fair exhibits. Pick out the section you want to ex-

(Continued on Next Page)

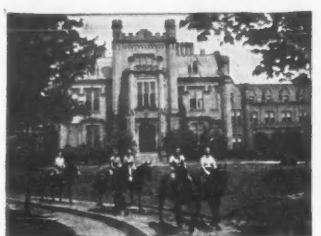


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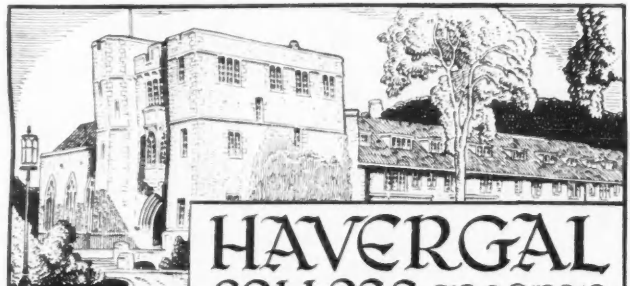
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LEADS THE WAY TO BERMUDA

To Visit the World's Fair

(Continued from Page 13)

plore and if on entering the grounds you find that the area you have to traverse is some distance away use one of the buses. The fare is a dime. The Fair's own transportation system will help you immensely in covering its many avenues with a minimum of leg work.

If you have the time and inclination, rent a motorized chair (double) which will cost you about \$3.00 an hour, or one of those propelled by man power at \$2.00 an hour, and in either case you get a guide and a lecture thrown in. If your time is limited to a day or so and you can visit only a few buildings then a sight-seeing bus and 50c will help you see the exteriors of the rest of the exhibits.

The main method of transportation consists of a bus system running north and south between the main exhibit area and the amusement area, more than a mile apart. But if at anytime you have no particular objective but are content to amble along just to rest your feet, use one of the jaunty little trains which seat four people abreast and which wriggle hither and thither with practically no destination at all. They clear their way through the throngs by blowing on their special horns the six musical notes which accompany the words "Boys and girls together—" from the old, familiar song "The Sidewalks of New York." (Fare 25c.)

The Inner Man

So much for locomotion. Now, food. You will find that prices are reasonable when you take into consideration quality and service and the character of the dining room in which it is served. In the foreign government buildings well-appointed restaurants are operated to serve sumptuous meals prepared by European chefs brought from France, Italy, England, Sweden, and other countries. For \$1.50 upwards you may have the choice of the world's finest delicacies prepared in the continental style with appropriate wines and liquor. You need not worry about being compelled to eat at some of these higher priced restaurants for they are booked well ahead by New York's own discriminating epicures. You should at least try one of them for a really unique experience. Make an



THE FORMER MISS MARY MORSE GOODERHAM, daughter of Mr. and Mrs. Harry F. Gooderham of Toronto, whose wedding to Mr. Thomas De Witt Mathis of New York, son of Mr. and Mrs. R. Mathis of Dover, New Hampshire, took place on Saturday, June 24, at Knox College Chapel, Toronto.

—Photograph by Violet Keene.

early reservation at the French Restaurant in the French Government Building. Its dining room is terraced toward the Lagoon of Nations and faces the main plaza and you should arrange your dinner hour so that you will be able to witness the fountain display which takes place each evening at 9.30 p.m.

Childs (seats 1,000) have a medium priced restaurant in the Railway Building and there are many other eating places of the same general character. They are all, of course, bound to be popular and crowded at meal time. Personally, I felt that the World's Fair was a sort of carnival and that it ought to be treated in a carnival spirit. We—my family and I—ate anywhere, and anything, at any time. Every hundred feet or so you can buy sandwiches, hot dogs, hamburgers, tea, coffee, milk or other beverages. At one unique spot we had a sandwich and a pot of tea under a gaily colored umbrella while we watched a highly entertaining puppet show. For your peace of mind, I may say that the Board of Health of New York City has insisted on extremely high standards on the part of those who dispense beverages or food. Even the hot dogs, I understand, which are served at the Childs concession booths all over the Fair are never touched by human hands from the time they are made until they pass into the hands of the thousands to whom they are a meal any time of the day or night.

The Actual Fair

And now for the Fair itself. We saw it in the latter part of May when the paint was fresh, the turf a solid green carpet and when eight acres of tulips as well as other Spring flowers were at maturity. There was an appearance of simple beauty and permanence entirely unexpected in an exposition that was to be open for only 12 months. The building exteriors were of unimagined and indescribable shapes, decorated in pastel shades and with colossal murals which were used on a prodigious scale. All appeared to have been set in a park amongst shrubbery that seemed to have been growing on the spot for years. Around "The Perisphere and Trylon," which is the centre of the main exhibit area, fountains have been lavishly used and exhibitors such as the Italian Government and Electric Industries splash tons of water to simulate water falls. All this serves to produce a park-like air in spite of the huge areas of pavement necessary to handle the transportation system and the crowds that have already numbered over 5,000,000 persons.

As I have already remarked it takes about a week really to "do" the Fair. But naturally there will be many who will go to New York City with the idea of "dashing out" to see the Fair. For these "cut-and-run" visitors I have prepared a "must see" list. I venture to submit this realizing, of course, that preferences differ substantially.

What to See

Generally speaking, there are four large areas, the Government and State Buildings, Industrial Exhibits, Transportation and Amusements. The patriotic Canadian will not likely return without looking over the Canadian Building and its Art Exhibit and the British Building with its copy of the Magna Charta. Practically all the important governments in the world are represented except Germany. The buildings and exhibits are mainly devoted to a glorification of the country's national culture with exhibitions of national products quite secondary. I think government expositions generally are somewhat static affairs and not of a great deal of interest. But I must say that I found the \$6,000,000 Soviet Republics edifice quite stimulating. This temple of communism, which incidentally at the end of the Fair is to be dismantled and re-erected in Russia, is a most impressive structure. They have installed a corps of English-speaking men and women attendants brought from Moscow and those interested in the trend of world events should pay some attention to what this building contains and if you have time and care for Russian moving pictures, there is a small theatre devoted to these. In the United States Federal Building a notable four-reel

documentary moving picture entitled "The City" is now being shown.

What you will seek out in the industrial exhibits will, of course, depend on your business or vocation. You will not likely want to miss, however, the American Telephone and Telegraph Building in which, amongst other interesting demonstrations, you will hear and see the "Voder," a research product of the A. T. & T. Company. It is a machine capable of mimicking the human voice even to the duplication of inflections. The General Electric Company also have their House of Magic which was a big hit at the Chicago Fair, with the latest demonstrations out of their research laboratory of the unique uses to which electricity can be put. Nearby they have also a terrifying reproduction of machine-made lightning of unnumbered millions of volts. The Vestinghouse Company have an electric robot in the form of a man who answers all kinds of questions, performs all manner of tricks, including the smoking of a cigarette. The DuPont Company is one exhibitor who has kept clearly in mind that the Fair was cited as "The World of Tomorrow." Here the ladies may see the new Nylon Stockings, a material destined to replace silk, it is claimed. The men will see a demonstration of how they can spill catsup and grape juice on their vests provided the cloth is chemically treated by a new DuPont product; the mess then being swished off with a dash of water leaving no stain or damp spot. To this "must" list must be added the "Cavalcade of Color" of the Eastman Kodak Co. On one of the largest and most unique screens in the world is projected a gigantic and entrancing demonstration of color in photography.

In the Transportation Section you will see the last word in planes, boats, motor cars and railway trains. Firestone will show you how tires are made and Goodrich will show you how roughly they can be treated. Ford, Chrysler and General Motors each have interesting shows but General Motors will give you a 15-minute ride in a leather-upholstered divan with your own individual loudspeaker to see a "futurama" of the highways of 1960. You must get to this show early in the day if you want to avoid a wait in the line-up. In the Railroad Section you will find examples of the newest in Pullman accommodation. You will also be permitted to roam over samples of every kind of railroad car in use as well as two crack continental trains, one English, the other Italian.

"Fun and Games"

When it comes to a list for those who want recreation and amusement, it is more difficult. Certainly no one should leave the Fair without seeing the interior of the Perisphere, (price 25c). This is a most impressive spectacle with music. You must arrive early to get a good vantage point to view the fountain display in the Lagoon of Nations which is put on every night for half an hour at 9.30 p.m., no charge. (And don't forget that the Fair is open on Sundays.) The fountain display consists of a synchronized combination of water vapor and fountains, gas flames, color, sound, fireworks and music and is incredibly interesting. Scattered generally throughout the grounds are puppet shows and moving pictures, all of them, if you like this form of entertainment, most interesting even if commercialized.

In the special amusement area the show that is drawing down the big money is the spectacular "Billy Rose's Aquacade" (40c to \$1.00). It combines swimming and diving, burlesque and music, all on a huge scale. It is rumored that Hollywood has offered over a quarter of a million dollars for screen rights. The New York City dramatic critics recommend the one hour condensed plays of Shakespeare that are being produced in a concession known as "Merrie England." As for the rest, you can take your pick of horrors, midgets, thrills or nudes. Most of these shows are a quarter. If you are a thirsty soul you can get beer practically anywhere. If you want something to boast about, Schaefer's has a bar that I think is claimed to be either the largest or most important some way or other in the world.



A RECENT PHOTOGRAPH of Miss Beverly Martin, daughter of Mr. and Mrs. Stratford Martin of Peterborough, Ont.

—Photograph by Roy Studios.

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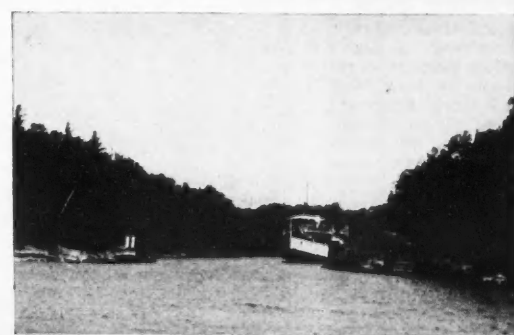
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MUSICAL EVENTS

Harpists Not Always Female

BY HECTOR CHARLESWORTH

FOR the eighth of the 1939 Promenade Symphonic Concerts at Varsity Arena, Reginald Stewart provided a singularly unhackneyed and colorful program, augmented by a celebrated harpist, Carlos Salzedo as guest artist. Among the most interesting works performed was the Overture "Sakuntala" by the gifted Hungarian composer, Carl Goldmark, who died in 1915 at the age of 85. During the mid-nineteenth century there was a movement among composers of western Europe toward Oriental subjects. Gounod in 1862 composed his forgotten opera "The Queen of Sheba," a subject treated more successfully thirteen years later by Goldmark. Verdi's "Aida" dates from 1871, Saint-Saens "Samson and Delilah" from 1877, and Delibes "Lakme" from 1883. Goldmark's "Sakuntala" which goes back to the late fifties, though it never got beyond the overture, may be called a pioneer work in the Oriental field; based on a Hindu legend of the daughter of a water nymph who became a queen and founder of the mighty race of the Bharatas. In his youth Goldmark seems to have been what we now term a modernist, for he indulged in dissonances, and when the "Sakuntala" was first played in Vienna, critics hastened to point out that he had abandoned the heresy. The overture remains a richly imaginative and melodious composition, imbued with poetic feeling, and never for a moment obvious or tawdry. It was played with expressive nobility of tone.

Mr. Stewart's program also included Moussorgsky's brilliant dramatic sketch, "Night on the Bare Mountain," rich in fresh and stimulating melodic and harmonic devices, and characterized by the rugged vitality that makes all of the Russian composer's music so personal and so unique. It too was capably rendered. In contrast was the third of Bach's six Brandenburg Concertos, which have lately become very popular with orchestral conductors.

The twentieth century also figured with two works by Ravel, including the inimitable "Bolero," the haunting quality of which is maintained not only by nervous force of rhythmic iteration, but by brilliant orchestral devices that produce variety out of monotony. The fervor and steadiness of conductor and instrumentalists made the interpretation a triumph. The other Ravel number was new: Introduction and Allegro for Harp and Orchestra, played for the first time in Canada. It is gracious, appealing and ingenious, and though the balance of interest between solo instrument and orchestra is consistently maintained, it provided virtuosic opportunities for the renowned harpist, Carlos Salzedo; long a favorite in Toronto. He is a Bordeaux Frenchman of Spanish descent, whose career in America dates back thirty years when Gatti-Casazza brought him over

to the Metropolitan Opera House to play under Toscanini. For two decades he has been the most active factor in promoting the music of the harp in America. Despite his 54 years his appearance is youthful, and his playing has a warm inspiration, combining technical mastery with poetic enthusiasm. He played many short works from his own pen. As a composer he is amazingly adept at creating tone pictures with an instrument that ordinarily would seem ill-adapted to such aims. For instance his depiction of a military episode, even to trumpet calls, in "Behind the Barracks" was remarkable in realism. Most of his descriptive pieces are similarly graphic; yet none seem mere "stunts"; they are real music.

Boys' Band for England

The Kitsilano Boys Band of Vancouver recently commenced a tour across Canada en route to Great Britain where it will give concerts at various centres. Before it returns to Canada it will also play in Paris and Brussels. Its last trip overseas was in 1936, when it captured first place in its class, competing against 33 adult bands. Since then all but one of its 48 members have outgrown its age limit, so that the present personnel is with that single exception new. Its farewell program at Stanley Park, Vancouver, included, in addition to popular band compositions, works by Dvorak, Rossini, Humperdinck and Flotow.

Among the considerable group of young Winnipeg musicians of various racial origins, now studying abroad, is a promising violinist, Clelio Ritagliati. Recently he gave a recital for the Italian colony in London which netted a substantial sum. For the occasion the Royal Academy of Music loaned him one of the finest violins in its collection. Young Ritagliati leads a string quartet composed of Academy students.

Alexander Brodt, a distinguished Montreal violinist, was recently heard in a national broadcast from that city, with Edmond Trudel at the piano. Among his numbers was the eighth Sonata of Corelli, who laid the foundations of classical violin technique. Maurice Ouderet, of the same city, one of the ablest of Canadian violinists, was also heard in recital recently with a radio orchestra conducted by Henri Delcelier. His principal number was Saint-Saens' "Havanaise." Albert Pratz, the brilliant Toronto violinist who directs the string orchestra which provides the broadcast "Music from Manuscript," recently distinguished himself in a Debussy and Kreisler program.

The Toronto Symphony Band concludes tonight the series of broadcasts it has been giving on Saturdays for several weeks. The organization, conducted by L. H. Addison, and in-



MISHEL PIASTRO, the brilliant concertmaster of the New York Philharmonic Symphony Orchestra, who will be the guest artist at the Promenade Symphonic Concert in Varsity Arena next Thursday evening and will play the Tchaikovsky Concerto for violin and orchestra. This program will bring to its audience Mr. Stewart's transcription of Mendelssohn's Fugue in E Minor as well as the Suite No. 3 in D by Bach, Zigennerweisen by Sarasati and Marche Slav by Tchaikowsky.

cluding a large group of the best brass and woodwind musicians of the city, has made an admirable impression and its selections have been of a distinguished order. Allen Jeffrey of Winnipeg is also conducting admirable concerts on the Western network, with a select body of Manitoba band musicians.

Gordon Jocelyn, a young graduate schoolteacher of Stratford, Ont., will go to London this autumn to pursue studies at the Royal Academy of Music under the famous Australian pianist and composer, Arthur Benjamin. The latter had adjudicated many musical festivals in Canada during the past four years, and officiated at the 13th annual regional festival at Stratford last winter, where he first heard young Mr. Jocelyn. He was so impressed with his talents that he generously offered to assist him in a musical career. Three philanthropic residents of Stratford will contribute financial backing.

The capital of Saskatchewan will this summer enjoy weekly programs by the Regina Concert Orchestra, portions of which will be broadcast on the mid-East and Western networks. The orchestra is conducted by W. Knight Wilson, an able musician who during the past decade steadily labored to build up interest in symphonic music in his region, and whose name is a familiar one on radio. His first program includes the Minuet and riale from one of Mozart's finest orchestral works, the Symphony in G minor, and the soloist is Alice Macdonald, a dramatic soprano of exceptionally good quality.

Alexander Chuhaldin is planning a performance by "Melodic Strings" of "Symphony Spirituelle, No. 6" by the

Danish composer, Asger Hammerick. Born in 1843 he was a pupil of many notables of other days, including Berlioz and Von Bulow. In 1871 he came to America as director of the Peabody Conservatory, Baltimore, and conducted symphony concerts in which the American poet, Sidney Lanier, played the flute. The king of Denmark honored him with knighthood in 1890.

Current Broadcasts

Another eminent guest conductor to be heard in the present summer series of Les Concerts Symphoniques de Montreal, broadcast on Wednesday nights, was the Russian violinist, pianist and composer, Paul Stassevitch. A native of the Crimea, who graduated from Leningrad Academy in 1917, the year of the Revolution, he has been resident in America since 1924. He is a violin pupil of Leopold Auer and a piano pupil of Josef Lhevinne. His New York debut occurred with the State Symphony Orchestra in 1924 both as pianist and violinist, but he subsequently decided to devote himself to the viola. In 1929 he made a successful debut with the New York Philharmonic Orchestra as guest conductor and has since been heard in that capacity with numerous organizations. In his Montreal appearance he played with much delicacy and finesse.

The well known Montreal conductor Giuseppe Agostini is weekly broadcasting a popular program on the national network entitled "Appointment with Agostini." In a recent program a choir of girls' voices and the young singer Charles Jordan were associated.



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FILM PARADE

Nice Robin Hood and Lincoln

BY MARY LOWREY ROSS

ONE of my earliest literary friendships was with a little boy named Geoffrey in the third book. As far as I can remember Geoffrey and I never exchanged a word; but every morning when I came to school I found a copy of "From Log Cabin to White House: the Story of Abraham Lincoln" on my desk. I would put it back on Geoffrey's desk—it hadn't any pictures and there were no ladies in it—and when I returned from recess I would find it back again on mine. In the end Geoffrey wore me down and I read "From Log Cabin to White House" from cover to cover.

It was one of those lay-canonizations of the great Emancipator which gave him every affectionate human virtue, allowed him no weaknesses and placed him for ever among the secular saints of history. By the time I had finished it my ten-year-old imagination was staggering under the weight of the Lincoln legend. Naturally no subsequent reading has been able to correct or alter a line of that early impression. Thanks to Geoffrey I am a life-long pushover for Abraham Lincoln, with a critical sense that operates only when the great man is revealed as anything less than perfectly wise, simple, great and good.

High Tradition

Since Henry Fonda plays "Young Mr. Lincoln" as though he had been nourished from childhood on the correct Lincoln tradition, the picture though limited in scope is everything that a Lincoln disciple could ask for. Young Mr. Fonda, with his brooding, quickly lighted gaze, his natural laconism, his talent for relaying an anecdote, was the happiest possible choice for the part and needed only a high-built nose to make him perfect. The role of Abraham Lincoln is, of course, any actor's dream of a fat part, but I cannot think of any other actor who would have balanced so effectively Lincoln's heroic strength and vision against his un-heroic humor and gentleness.

To movie-goers who can take their Lincoln or leave him, the film may seem rather casual, slight and loosely knit. The supporting characters—Ann Rutledge, Mary Todd, and Stephen Douglas—are vaguely introduced and abruptly dismissed. And while the actual narrative deals with the Clay murder case the interest centres constantly not on the Clay brothers but on the defence attorney, young Mr. Lincoln. In the final se-

quence, Abraham Lincoln, gaunt, slow-moving and crowned by his stove-pipe hat, climbs to a symbolic hill-top with lightning and the strains of the Battle Hymn of the Republic playing all about him—to the skeptical an obvious and rather grandiose conclusion. I found it prophetic and splendid, and I'm sure that Geoffrey, wherever he is, felt the same way.

The ease with which actors of intelligence and maturity adapt themselves to incredibly silly juvenile roles gives one a feeling of mingled admiration and alarm. Do they just go through it cheerfully as one of the day's chores and come up afterwards none the worse? Or does this burrowing into depths far below the surface of grown-up intelligence give them, on emerging, a bad case of mental bends, so that they have to be straightened out later in a psychiatric hospital?

Fourth Form Prig

Another thing I have been wondering is whether the rest of the movie-public is as sick of Robin Hood on the screen as I am. Robin, it must be obvious by this time, is one of the screen's most incorrigible phonies. For all his riding, shooting and rescuing of hysterical blondes, he is as safe every minute as though he were in the director's pocket. He is always hitting people who aren't allowed, by the rules of the script, to hit back. In addition he is now, invariably, a boy-monitor, a fourth form prig who is always on the watch to see that none of his sub-prefects sneaks somebody's watch and chain. (If they do he gives them a demerit mark and makes them put it back.) His love-making is a dreadful combination of the avuncular and the austere. He is played in "Captain Fury" by Brian Aherne.

Mr. Aherne is fresh from the tragic complexities of his role as Maximilian in "Juarez." He has a reputation among the literate for his Shakespearean performances and has distinguished himself playing opposite Katharine Cornell on the stage. . . Obviously Mr. Aherne must have felt terribly silly playing Captain Fury, (a misnomer, by the way—the Captain was no more furious than a Boys' Work secretary settling a dispute in the dormitory.) But his superb actor's aplomb carried right through, practically without a hitch. It makes one wonder whether the actor's art may not, after all, be just a matter of correct posture and agility.

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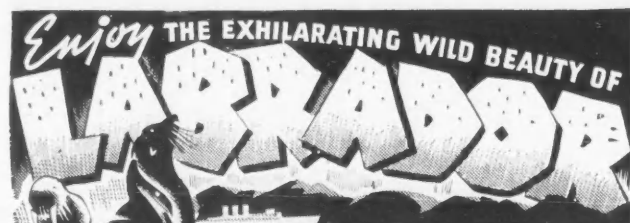
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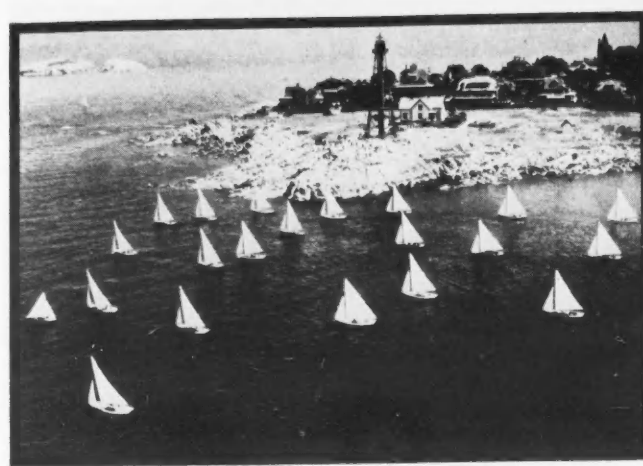
PORTS OF CALL

Finding "Journey's End" in New England

BY DON STAIRS

THE travel folders and road maps of New England picture, with varying degrees of allurements, the mountains, the seashore, the fishing, the golf, the boating. But search their pages as you may these colorful products of the Atlantic Coast boards of trades and convention bureaus there's one unique attraction they never mention, but which certainly seems to deserve exploitation. My wife, as my motor companion, and I, in our rambles through Maine, New Hampshire, Massachusetts and Connecticut, have freely sampled the vacation pleasures of this notable resort area. We have prowled up and down the mileage of Highway No. 1, as it skirts the Atlantic from New Brunswick to Cape Cod. Our stops on the gasoline trail have been punctuated with the consumption of such deep sea delicacies as fried clams, steamed clams, clam broth and clam chowder, as well as other assorted seafood dishes that are offered in all their varieties. We have, therefore, from year to year got well acquainted with most of the summertime delights that lure so many to this rugged area which cradled the pioneers.

But we believe that there is a most distinctive and interesting feature of this New England countryside that should provoke more publicity. On every highway, one of these roadside rendezvous is to be found every few miles but they are passed by with scarcely a glance. While no one will be found at the gate to welcome you to any of these most democratic of hostels, there is at least no one to forbid your entrance. On the warmest day, we found no surer sanctuary of rest, shade and relaxation. While entrance was as free as the air at a wayside gas station, no jostling crowds were there to elbow us around. All was serene.



THE RUGGED COASTLINE of New England is ideal for sailing and is the home of some of the world's most expert yachtsmen. Here is a view of one of the many regattas, at Marblehead, Mass. —Photo courtesy New England Council.

Died May 1868, aged 5 years, 8 months, Isaiah.
Died May 1872, aged 7 months, Hiram.
Died June 1872, aged 2 years, Florence.
Died March 1873, aged 5 days, infant.
Died June 1875, aged 8 months, Hughie.

There was no suspicion apparently then that polluted milk, decomposed food and bacteria might have been the sinister angels responsible for carrying off the young of those days. On the contrary, if the sentiments hewn in granite are to be generally believed, Divine Providence had a

needlework of those days embodied considerable of the lugubrious poetic philosophy then current. I refer, of course, to the laboriously and intricately worked out "samplers." My wife as my associate in frequent rambles around New England has acquired a few examples of this now antiquated art. We have one particularly good example of this idea of subjugating the thoughts of the young to their evanescent mortality. We keep it hanging in our dining room (with no discernible or calculable results) as a daily threat over three brass, modern and cocksure young hellions who know all the answers: "Young as I am and free from pain I am not too young to die. This flesh must sink to dust again. Must in corruption lie. Children as young, as strong as I, Have sunk in early death. And I may soon be called to die And render up my breath."

Thus did Sarah Butterfield long years ago, with the typographically stunted first person singular, painstakingly embalm the gloomy sentiment of her day in silk and linen.

IF THEY felt in the days of candlelight that the going was pretty tough, they somehow had an inkling that there must be compensation elsewhere. This idea of "otherworldliness" found expression on many a headpiece thus:

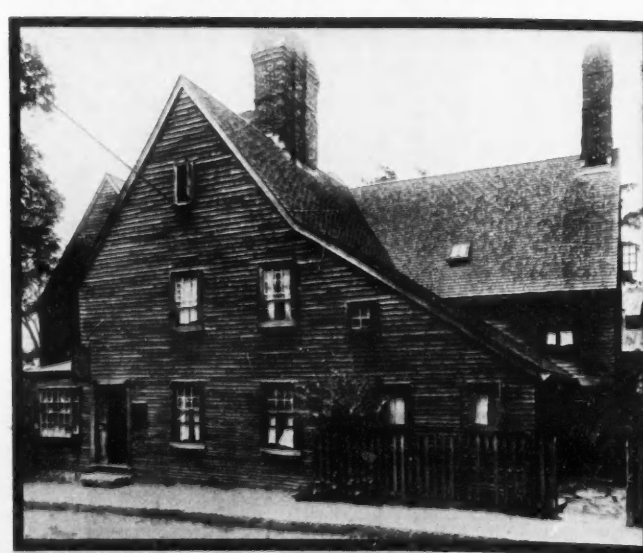
"He's gone and left us here to weep To joys beyond our view. And when like him we fall asleep, May we be happy too."

Of course there were those, who in that day, as in this, had a sneaking suspicion that with a vigilant wifely eye removed, husbands could not be trusted too far, and so for nearly 100 years the tomb of Sophia Hanksworth has carried this:

"Weep not for me my husband dear, I am not gone, but sleeping here, My end you know—my grave you see. Therefore, prepare to follow me."

IT IS not often, of course, that emotions other than those of sorrow or resignation are expressed in the simple words chipped out of the slate and granite sculpture that adorn the resting places of the citizens of Maine, New Hampshire, and adjoining States. Most of the verses are, of course, quite religious in tone. Many go in for details of the attainments, the character and the virtue of the deceased. One epitaph, however, remains in our memory as possessing a bite and sting absent from most. In an elm shaded Massachusetts cemetery near Plymouth there is a most commanding piece of marble to commemorate the repose of one Col. James Hutchins. As we scanned these lines and duly recorded them in our note book, we speculated sadly and cynically on what thoughts prompted them to his survivors and with what perfect propriety they could be chiselled on the headstones of us all:

"How loved, how valued once, avails thee not. To whom related or by whom begot. A heap of dust alone remains of thee. It is all thou art and all the proud shalt be."



THE STORIED HOUSE OF THE SEVEN GABLES at Salem, Massachusetts. Visitors are conducted through this splendid example of early architecture and in the garden is served possibly the best tea in New England. —Photo courtesy New England Council.

QUITE naturally, of course, we expected and found that the entertainment provided in such bucolic surroundings was of a subdued and philosophical sort. Here in these acres, indiscriminately scattered across New England's hillsides, foregathered America's pioneer citizens of all ages and degree, in life's final and most complete democracy. Many, many interesting hours have we spent in resultful exploration, scanning the humor, pathos and sometimes tragedy of the sometimes all but obliterated slate and granite records of these scantily regarded haunts. May we commend to you most heartily, therefore, the least publicized of all these pioneer States' attractions for your next motor trip—the country graveyards.

There is, or so my wife contended, as the pines whispered their century-old secrets overhead, no place so peaceful or so interesting on the whole of Cape Cod as the obscure resting place of Statire Crowell for since September 1816 while his (or is it her,) lips have been silent, the gravestone has proclaimed— "Ye Young and gay when'er you pass this way Think on me—once I's aglow like thee. But death, the Monster, soon has cut me down And when God calls, you all must take your turn." Nothing, he it said, really has so sobering an effect on car speed as such an epitaph. That kept us, we found, rolling more slowly for the rest of the day.

IT WAS distinctly noticeable that Death called early and often on the extremely young of the earlier days. Some parents were apparently loath to even name a child until it had demonstrated its ability to survive the perils of this life for at least a couple of months. Witness the following inscriptions in one plot which we found on seven of the family headstones:

Died August 1865, aged 3 months, infant.
Died July 1867, aged 2 years, Sarah.

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THE BOOKSHELF

In Search of Humanity

BY MORLEY CALLAGHAN

"Adventures of a Young Man" by John Dos Passos. McLeod. \$2.50.

GET about half way through this book and you soon begin to see why it is the most widely attacked book that Dos Passos has ever written. Dos Passos has had a great plague the last ten years and now suddenly he writes a book that lets all the boys down. Of course the book is not being damned for the one obvious reason, namely that Dos Passos here bows his way out as a fellow traveller with the Communists, but because, they say, it is obviously the worst piece of work he ever did.

And when you have read about one hundred pages, whatever your political affiliations, you have to admit sadly that there is some truth in the charges. The first quarter of the book is not just uninspired, worse than that, you can almost tick off the reactions of the young boy to his environment and his people as he begins to grow. Maybe that isn't Dos Passos' fault. Maybe there were certain rules in the last twenty-five years that you expected every boy to observe. For example if his parents were pious, he saw through the phoney piety; if the father was a muddled liberal, the boy, too, saw through dreamy liberalism very quickly. Were all boys of that generation exactly the same? If that's so, then, God help us, it was a lousy generation. I mean the boy, Glenn, goes into a Y.M.C.A. just casually, and you know exactly what the man behind the desk will be like. He's right in the groove. The point is the boy, Glenn, is right in a groove too, and it doesn't look good, looking back on it.

But after you get over the first section of the book it seems to me that Dos Passos is writing as well as he ever did, and he is doing something that up to now no one in the Left Wing movement has attempted to do: which is to say that he is looking at the militant radical on the hoof, trying to see him at work, among his friends, making love, and trying, too, to examine his motives. Certainly the portraits Dos Passos draws of various communists in the movement and their hangers-on will lose him many radical readers. His hero, Glenn, a young lad, the son of a professor who had been bounced out of Columbia because of his pacifist opinions during the war, finds that all his sympathies are with the radical working-class movement. At college he bumps into the various types that hang around the fringe of the movement. Dos Passos shows how a radical political movement began to attract the bohemian trade; in short it became for a while and particularly for a certain type of woman the new bohemianism, the new freedom, especially if combined with a knowledge of Freud. But Dos Passos never makes the mistake of confusing the party leadership with such emotional jags. If the leadership could use such material, very well they would use it.

Haute Bourgeoisie

BY MARY LOWREY ROSS

"The Thibaults," by Roger Martin du Gard. Nelson, \$4.50.

THERE is every practical reason for such panoramic works as Jules Romains' "Men of Good Will" and Roger Martin du Gard's "The Thibaults." They are, in part at least, records of a civilization—undoubtedly the most brilliant and lucid civilization of our times; and in the threatened collapse of all civilization it is necessary to preserve them. The Romains and the du Gard are the curators of social history, and their task is to salvage as far as possible everything that is significant in their period and remove it to a place of safety.

But while Romains has set himself the task of recording nothing less than the whole history of French pre-war society, Roger Martin du Gard has limited himself to the study of the well-to-do French bourgeoisie. Jules Romains' method is a defeating one to many readers—is the method of ubiquity. The whole intricate pattern of French society is constantly under observation. There is no deliberate interweaving of events and character. Romains presents only one clear event—the event of history; and only one central character, the French people.

Feet on Earth

The du Gard approach however is familiar and narrational. He has taken one family, the Thibaults, and re-created in their story the history of the French *haute bourgeoisie* before the war. Thibault père is the Man of Property of the late XIXth century, stubborn, vigorous, narrowly moralistic; and the central theme is his relation to his two sons—Antoine, a successful doctor, and the rebellious, unhappy Jacques. Neither theme nor protagonists are entirely new. It is in many respects the story that Turgeneff gave us in "Fathers and Sons" and Samuel Butler in "The Way of All Flesh"—a story of family tension, rebellions and profound unwilling compulsions.

Monsieur du Gard however has enlarged the background and presented with documentary faithfulness the separate yet concentric worlds of old Oscar Thibault and his two sons. The author is on home territory in the world of the Thibault family. He is able to analyze brilliantly the virtues and integrity as well as the prejudices and tyranny that are supported by comfortable middle-class living. His characters draw their vigor and reality from this world. Old Oscar who is all Thibault, and Antoine, who is three-quarters Thibault, are solid and vivid characterizations. They are men of action whose self-complacency is

After a trip south, where Glenn gets mixed up with the exploited Mexican workers and the local Ku Klux Klanners, he finds that his heart and his head lead him into the Communist party because it seems to offer a coherent way out of the social mess. He becomes a good soldier. His work leads him into the southern coal fields among the striking miners. And the emotional climax of the book is his realization that the party leadership was willing to exploit imprisoned miners for their own ends, or for the national cause, and that their individual fates were of little importance to them.

Such a book with such a point to make could have been a truly great book, for it shows an individual discovering a sense of brotherhood with the oppressed which goes much deeper than any party program. And it shows the same individual faced with a great moral problem: his own certainty of what is right and good and just opposed to what his leaders insist upon as the general good; a struggle between the recognition of his own humanity and the general inhumanity of a leadership.

Lack of Feeling

I do think that in the last half of the book Dos Passos is writing as well as he ever was: here is the same quick, nervous, graphic style, the nice colloquial ear and fine sense of pace. But it falls short of being a truly important book because it is written with little feeling. None of the characters have much feeling. But that's the fault in nearly all Dos Passos' writing. And it always has been the case. It never struck me so forcibly as when I read "Journeys Between Wars." There was the record of a man who had been everywhere and seen everything and recorded it all pretty sharply, but without much feeling for any of it.

Reading Dos Passos is like watching something that moves swiftly and vividly without ever touching your heart. If Dos Passos had been able to get inside Glenn in this book, he might have had something big, but it is enough to say that even at the end when Glenn is sent to his death in Spain you are indignant at the general happening rather than moved by the actual fate of Glenn.

Yet with all its shortcomings this may be, for Dos Passos, himself, one of the most important books he has written. For in it he has declared that moral problems are truly important, that the individual's sense of justice must be reckoned with, and that he is from now on interested in the human value as he sees it rather than the program value. How anyone can say that because of the assertions that Dos Passos makes in this book he has lost one little of his social conscience is beyond me. His only break is with a party leadership. But turning away from the leadership he doesn't become generally disillusioned, he has turned instead to the humanity in people.

occasionally disturbed, but never wholly shaken, by moments of self-doubt. The wayward neurotic Jacques, with his touch of Jean-Christophe romanticism, has from the beginning one foot outside the Thibault world; and perhaps for that reason is less sharply realized. The story of his unhappy adolescence is sensitively and movingly told. When however he cuts himself off entirely from the Thibault household and wanders away to Switzerland to write experimental prose he loses his reality altogether.

World's End

The least successful character in the book is Rachel, Antoine's Jewish mistress, an exotic creature whose African adventures as related to Antoine, have all the quality of a cinematic thriller. That Antoine should have followed Rachel's strange recital with credulity is surprising enough. But the author, one feels, goes too far when he demands that the reader do the same. The Rachel interlude is fantastic melodrama. With her departure and Antoine's return to his medical career, the novel resumes its note of sharp authoritative realism. The final chapters describing the death of Oscar Thibault are relentlessly clinical. But the reader is moved by something deeper than the shock of realism. For the death of Oscar Thibault symbolizes the end, in pain and terror, of the proud complacent apparently indestructible world that suited him so well.

Rhythm of the Soil

"The Crown," by Elisabeth Bergstrand-Poulsen. Longmans, Green, \$2.75.

BY MARY DALE MUIR

IT IS somehow fitting that "The Crown" should be the work of a painter. The scene's limitations are those of the canvas and the characters and events in the foreground stand out with the same vividness.

The authoress is Elisabeth Bergstrand-Poulsen, Swedish writer, painter and sculptor, wife of Axel Poulsen, the Danish sculptor. Their beautiful home in Copenhagen was designed by themselves. "The Crown" is Elisabeth Bergstrand-Poulsen's first book but her first to be translated into English. It is a tale of the Swedish soil, of the parish of Dunkehalles and of one of the least of its members, Serafia Cavall, who made a vow to restore to Dunkehalles Church the Crown of Glory, a most magnificent chandelier presented to the church by Berggranat of Lunda Manor and taken back by the family



AT WORK ON INDIAN BIOGRAPHY. Sir Charles Bell, whose authoritative writings on Tibet and Northern India have appeared in the London Times, is shown working on his biography of the Dalai Lama in his suite at the Empress Hotel in Victoria, B.C. Sir Charles, formerly political officer for Tibet, Bhutan and Sikkim, found England too disturbed for writing and came to peaceful Victoria which he had passed through thirty years ago and remembered pleasantly. The first white man to be invited to visit the Holy City of Lhasa, he was a life-time friend of the Dalai Lama, the man who was considered a god and who for thirty-seven years wielded enormous temporal and spiritual powers over a people occupying one million square miles of territory. —Photo by C.P.R.

years later in a fit of temper.

The fulfilment of her vow meant a weekly obligation over a period of thirty years, an obligation that became doubly difficult when she married the most worthless member of the community and went to live on the very outskirts of the village but the keeping of this vow was her comfort for the misfortunes of her marriage, a holy zeal, so that the restoration of the Crown of Glory became a symbol to the whole community. Serafia died before the thirty years' service was complete, leaving her daughter, Anna Mathilda, to carry on.

The growth of Serafia's character, ennobled by suffering and sacrifice is a piece of sympathetic portrayal but

the reader is likely to turn with something of relief to the more balanced Anna Mathilda, who succeeds in replacing the Crown of Glory and also in consummating a thoroughly satisfying earthly love. Pastor Bro is the most lovable character of the book, however, with an understanding so much broader than his creed and an affection that enveloped all with whom he came in contact.

"The Crown" is a story of childlike Christian faith and high devotion as expressed in the lives of simple Swedish folk and interpreted by one of their leading writers. Just as it is not a book of large horizons, neither is it a book of swift movements. Rather it adopts the slow rhythm of the soil.



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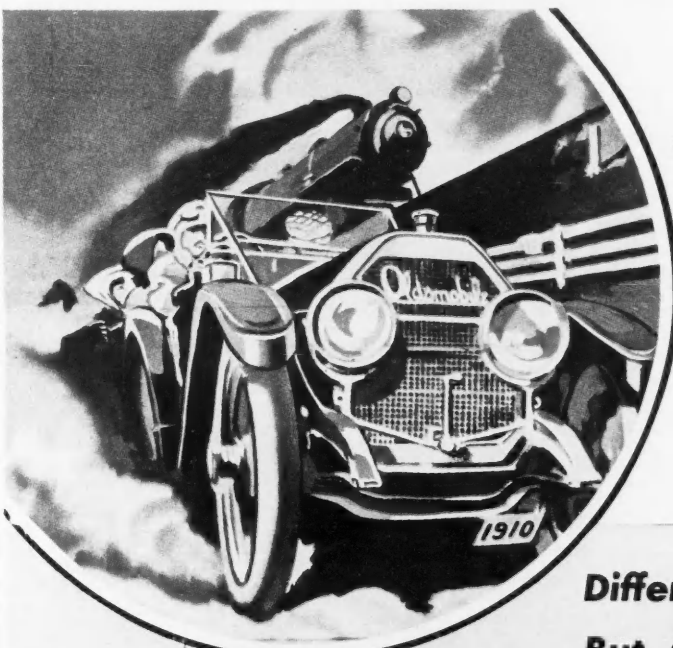
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In circle, above: "Oldsmobile paces the Limited!"—reproduction from a popular calendar of the year 1910. . . Illustrated below: the beautiful 1939 "Seventy Series" Oldsmobile Six, snapped alongside one of the magnificent new silver ships of Trans-Canada Airways, at Malton Airport, Toronto.

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AMONG THOSE PRESENT

TWENTY Canadian women will have the honor of being among those presented to Their Majesties at the Royal Court, July 12. They are: Mrs. J. J. Gibbons and Miss Patricia Gibbons, Toronto; Miss Julia Hackett, Miss Patricia Hanson, Mrs. Stuart McDougall, Miss Margaret McDougall and Miss Peggy Shaw, Montreal; Mrs. Colin Ramsay and Miss Dorothea Ramsay, Bedford, Que.; Mrs. Churchill Mann, St. Johns, Que.; Mrs. John Cumming, Hull, Que.; Mrs. Courtenay Hawtrey, Mrs. Ralph McBurny, Mrs. Basil Price, Miss Marjorie Price and Mrs. Charles Turner, Ottawa; Miss Madeleine Cantelon and Mrs. Percival McKergow, Vancouver; Mrs. Renie McMurtry and Miss Ana McMurtry, resident in London, England.

St. Kit's Horse Show

One of the most interesting social and sporting events of the past week was the 13th annual Horse Show sponsored by the St. Catharines Riding and Driving Club. The official opening by His Honor the Lieutenant-Governor of Ontario followed the

BY BERNICE COFFEY

playing of the National Anthem, by the band of the Lincoln and Welland Regiment, and the inspection by Mr. Matthews of the Guard of Honor from the same Regiment. His Honor was accompanied into the ring by Brigadier R. O. Alexander, D.O.C., M.D. No. 2; Colonel Mackenzie Waters, honorary aide; and Mr. Arthur Schmon, president of the club. His Worship the Mayor of St. Catharines, Mr. Charles Daley; Mr. N. J. M. Lockhart, Mr. A. J. Haines, Mr. George Newman and Mrs. George Macnoe greeted Mr. Matthews in the official stand. Mrs. Macnoe, who with Mr. Newman is co-chairman, presented Mrs. Matthews with a bouquet of roses.

In the president's box were Mr. and Mrs. Schmon, His Honor the Lieutenant-Governor and Mrs. Albert Matthews, Mrs. Paul Matthews, Mrs. Robert Armstrong, Col. Mackenzie Waters and Captain Robert Armstrong, aides to His Honor. Among out of town guests noticed were: Mr. and Mrs. W. B. Cleland and their daughters, Mrs. Ralph Henderson and Miss Helen Cleland; Miss Stayner Ellis, Mr. and Mrs. G. R. Cottrell, Mr. J. Elliott Cottrell, Mrs. Don Benson, Captain and Mrs. Stuart Bate, Mrs. Victor Sifton, Miss Mary Barker, Mr. Clifford Sifton, Mrs. Ross Taylor, Mr. and Mrs. Hugh Wilson, Mr. and Mrs. J. H. Addison, Mr. and Mrs. Howard Maynard, Mr. Charles Boulton, Mrs. C. R. Beard, Miss Margo Wilson, Mrs. Kathleen Drope, Mrs. Maitland McIntyre, Mr. Harry Price and Miss Peggy Price, Mr. R. H. Pringle, Brigadier R. O. Alexander and the officers of headquarters, M.D. No. 2, all of Toronto; Mrs. F. F. Dibble, Miss Helen James and Mrs. Thomas Fay Walsh, Newburyport, Mass.; Col. and Mrs. Alex. Spencer and their children, Mr. G. Ruddle, Mr. and Mrs. Paoock, London, Ont.; Lt.-Col. R. W. S. Fordham and Mrs. Fordham, Niagara Falls; Mr. W. B. Champ and Miss Diana Champ, Hamilton; Mr. and Mrs. Spooner Smith, Derby, N.Y.; Judge and Mrs. Akan Parker, Lewiston Heights, N.Y., and many others.

Among the many parties given during the Horse Show which contributed so much to the gaiety of its three days, was the "after the show" party of Mr. and Mrs. Arthur Schmon at which they were host and hostess to over four hundred guests in the garden of their residence on Yate Street. The gardens of "Strath Lynn", the residence of Mrs. J. P. Porter, which she graciously loaned for the occasion, were the setting for a high tea given by the committee in honor of His Honor the Lieutenant-Governor and Mrs. Matthews. Guests included the judges and exhibitors in the Show. Another delightful garden party was that of Mr. and Mrs. J. G. Schiller, Mr. and Mrs. Don Pepler entertained at a luncheon for Col. and Mrs. Alex. Patterson of Montreal, who had come from Montreal for the Show at which Col. Patterson was one of the judges. Mr. and Mrs. Alexander J. Grant's house was the scene of another party following the afternoon performance on the final day of the Show.

Garrison Club Entertains

Vice-Admiral Sir Sidney J. Meyrick, K.C.B., R.N., Commander in Chief North American and West Indies Station, and the Officers of H.M.S. Berwick were entertained at dinner at the Quebec Garrison Club by the Military Institute of Quebec. Lieut. Colonel T. G. MacAulay presided.

Presented

Among those presented to Their Majesties in St. Johns, P.Q., was Mrs. A. H. C. Campbell, wife of Major Campbell, Commanding Officer of the station there. Mrs. Campbell had met the King in 1912 at her home in Bar-

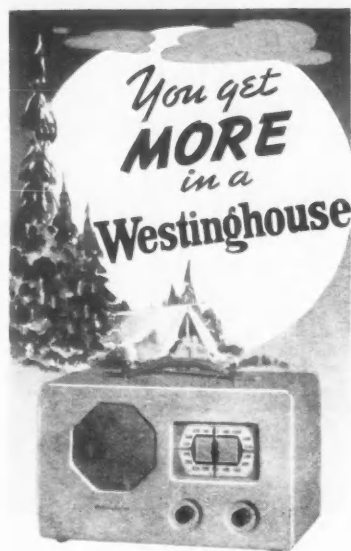
bados when he visited there as a midshipman. Mrs. Campbell, whose father was an estate owner in Barbados and who was formerly Phyllis Thorne, recalled to His Majesty they had ridden there together in a gymkhana.

Vancouver Début

One of the first debuts of the summer season on the Pacific Coast took place recently in Vancouver when Miss Jean Gavin was introduced to society by her mother, Mrs. Duncan Gavin, who entertained at a largely attended at-home at her Vancouver residence. Receiving with Mrs. Gavin and her daughter was the former's sister, Mrs. W. Tait Bowie of Blantyre, Niasaland, Central Africa, who is spending the summer with Mrs. Gavin. Miss Caroline and Miss Olive Gavin, sisters of the debutante, assisted during the afternoon. Mrs. J. P. Nicolls, Mrs. John A. Macdonald, Mrs. F. J. Nicholson and Mrs. J. H. Hudson presided at the tea table. Tea assistants were Miss Barbara and Miss Nancy Burns, Miss Moira Macdonald, Miss Marion Bricker, Mrs. A. P. Chapman, Miss Marion Patton, Mrs. Bernard Ellis, Miss Beatrice Gavin, Miss Mollie



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THE CAMERA

The Season For Color

BY "JAY"

IN THIS year 1939 there is a tremendous satisfaction in being able to truthfully say that color photography is just as easy as black-and-white. No special equipment is needed: there are no separation filters or screens to bother with, and, providing you are equipped with a reliable light meter, no exposure problems beyond reasonable appreciation of the rather narrow limits of emulsion latitude. One stop either side of correct exposure is the very limit—beyond this the colors become frightfully degraded.

The two leaders in this fascinating work, Kodachrome and Dufaycolor, give very explicit instructions in each package of film regarding exposure and handling, but what they do not give, and for that matter cannot be expected to give, is what to photograph.

There is a very definite difference between color and black-and-white photography. In the latter we rely to a great extent on the contrast of light and shadow in order to obtain satisfying results. How often do we hear a print condemned because of its flatness or lack of contrast. In color photography we find that color alone gives us the contrast—one of my best Kodachrome slides is of an old church in the Evangeline Country which was taken about nine o'clock one morning with an overcast sky and a heavy fall of rain. The contrast in this instance was the various shades of greens found in the trees and hedges, the dark wood of the church with its white trimmings, the light sand-colored road and the white palings around the

church yard. Such a scene as this called for just the flat front lighting that I had, and would have been a difficult subject in strong sunshine.

Effect lightings are only needed with a subject low in color contrast, such as a bed of flowers of one particular hue, or of a beach scene devoid of brightly colored paraisols, swimmers in various colored suits, sail boats and the usual marine activities.

There are many very fine and complete books published in color photography and I do advise those interested in this work to read as much as possible about its peculiarities before burning up too much film.

On July 1st, I am starting out on a long tour of the Maritimes. This trip will take me into the back part of the country where I hope to depict the people at work and at play. As I go along the highways I shall, I hope, find plenty to help make this department interesting for the next five or six weeks, and letters addressed to SATURDAY NIGHT regarding photographic interests will be forwarded to me for replies.

I have one letter before me from a Toronto lady seeking information about the purchase of a camera. She mentions two very well-known models whose prices are over the \$100 mark, and regrets that she cannot afford to go so high. So many times I have said that for the beginner it is not necessary to aspire to such heights. Any dealer will be happy to advise a prospective buyer, and his advice can be accepted in good faith.



MRS. J. R. MURRAY of Winnipeg, with her twin daughters, Peggy (left), and Patricia (right), is amused by the toy monkey at the curio stand in the Banff Springs Hotel, where she and her daughters have been guests. Mrs. Murray and her daughters are en route to Alaska.

and Miss Pauline Field, Miss Frances and Miss Patricia Peel, Miss Gladys Rhodes, Miss Vivian Rutledge, Miss Jean Westman, Miss Barbara Townley, Miss Patricia Allan and Mrs. Donald Hilton.

Seigniory Club's Show

Forty-eight classes are included in the Eighth Annual Seigniory Club Horse Show to be held July 6 to 9 on the Club's show grounds just north of the village of Montebello, P.Q. The show has attracted increasing interest during the past seven years until it is now one of the largest and most popular to be held annually in Eastern Canada.

Though hunter and performance classes predominate, eleven harness, six junior, six saddle and three agricultural classes round out an interesting and varied program. The colorful hunter field trials, run through open country over a course which features all the obstacles and hazards encountered in a regular hunt, is one of the most interesting events of the four-day show and requires keen judgment and excellent handling of mounts.

The Army Officers' Performance Class which is open to officers of the permanent and non-permanent active or reserve militia force of all nations, is another interesting event. The Royal Canadian Dragoons, St. Johns, Que., and the Duke of York's Royal Canadian Hussars of Montreal

are usually among the competitors for this event. Their faultless riding and magnificent mounts are always a feature with spectators. A challenge trophy presented by Mr. John Irwin of Montreal is awarded in this class.

An event of special attraction is that for pair jumpers. Competitors in this class must be dressed in military uniform or the colorful pink of the hunting field, jumps are taken abreast and the winning team is presented with a trophy donated by Mrs. R. Y. Eaton of Toronto.

Many of the most important stables in Montreal, Ottawa and Toronto are entered in the Seigniory Club Horse Show each season and spectators from many parts of Canada and the United States crowd the ringside during the four days.

The judges for the 1939 horse show at the Seigniory Club are Bruce Jenkins, Darion, Conn., Samuel Shaw, Brookline, Mass., and Mrs. A. T. Paterson, Cartierville, Que.

TRAVELERS

Mrs. Walter Molson and her family have left Montreal by motor for their cottage at Metis Beach.

Among recent week-end guests at Muskoka Beach Inn, Lake Muskoka, Ont., were M. and Mme. Jean de Boschen of Switzerland; Mr. A. E. LePage, Mr. G. W. Peters, Mr. Paul Nathanson, Mr. and Mrs. F. Culverhouse of Toronto; Miss Grace Reynolds of Montreal.



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CONCERNING FOOD

Nostalgia, My Eyes Are Full of Tears

BY CYNTHIA BROWN

THIS is to be Nostalgia Week. Take it and like it, if you can. Born in the province that also produces SATURDAY NIGHT, the Canadian Week—(if you don't subscribe you're sub-normal (ADVT.))—I can't think of any good reason either why July should make me homesick for France. I have only been there twice in the summer, but there is something about French sunshine—so like Canadian sunshine—and French cooking—so unlike Canadian cooking—that arouses that old debble nostalgia in the pit of my stomach.

In her etiquette book to end all etiquette books called "Safe Conduct, When to Behave—and Why" (get it at once if you haven't already read it) Margaret Fishback should, I feel, have a special paragraph teaching how to deal firmly with the friend who goes nostalgic on you. It might be included in the chapter headed "Modern Social Menaces" and appear immediately after her crisp paragraph entitled "Stomach Trouble," dealing with the picky eater who always hunts for the hair in the apple sauce.

As for you, sweet friendly reader, you always retain the right to turn this page. For I don't pretend I'm any easier to take than anyone else when nostalgia gets me down.

Now then. One of my most personally deplored habits is to pick up a good seasonal recipe and forget it when the season for it rolls around. This time, however, your Cynthia is up before me on the job, and right here with the goods.

Last summer in France—Nostalgia, lie down!—owing to outside influence one day I had my face washed and my pinafore changed and was told I was to lunch at a Chateau, whose name I have completely forgotten, with the reigning Countess. ("Now Cynthia, we expect you to behave...") There is no need surely to tell you that I behaved beautifully. I admired the intaglio used by Clemenceau—a great friend of the family—to seal the Versailles treaty. I read the actual letters written by Louis XIV to Marechal Vauban directing cer-

tain campaigns. Everything in the lovely old Chateau, especially its exquisite chateleine, was admirable. And then after luncheon someone dropped the brick that I was going home to publish a book on food.

Sapristi! The sudden flutter of excitement! The passionate interest of the other two French guests in the conversation—the positively thrilled hostess! I tell you, for once I knew what it was to be a social success. We all talked food. We all swapped recipes. My lovely hostess asked me if I'd be the least bit amused to see the dungeon-like kitchens of this 15th Century home. She showed me the rows of jelly that had just been made. The cook would take them up to keep them dry in her bedroom later. Chateaux are very damp. The cook pressed a jar on me—one must taste it at *petit déjeuner*—it was uncooked—a *specialité de la maison*.

I don't like travelling by motor with jelly, and I had a feeling my craft was letting the whole party down. But the Countess didn't seem to think so; food is a serious, cerebral subject in France. When I left I still carried the jar of jelly, and the lot of us ate it for breakfast the next morning two hundred miles away and it was simply delicious. Here is the recipe as given to me.

Raw Fruit Jelly (especially currants)

Put the fruit, just moist with water, in a copper pan and cook it slowly for about 15 minutes, until it bursts. Press it through a linen jelly bag. Weigh the juice and put with it an equal weight of finest castor sugar. Now begin to beat it until the sugar is completely dissolved and continue until it begins to thicken. Bottled, it will "jell" and keep perfectly for a year in a dry place, and taste like fresh uncooked fruit.

Now, as you notice, it is not completely uncooked. And I have not

yet had the chance to try it myself with Canadian fruit. What I can guarantee is that the French jar of it, which wasn't even in a sealed bottle, but in a cardboard container such as we buy bulk pickles or oysters in, tasted exactly like fresh fruit, was jelled, and perfectly delicious. So I am trying some of it this year and I don't see why you shouldn't. If it works perfectly with our fruit we've got something, children, something worth a lot!

We've been hearing a good deal about the Empress of Britain of late. A lot of it has added to my nostalgia. They treated Cynthia Brown only a little less grandly than the Queen on that yacht last year. (Unfortunately I didn't know she was a yacht then, I darn it). So why shouldn't I give you the recipe now for Chicken in Cream that the chief chef himself wrote out for me on the Britain.

Chicken in Cream

Cut one chicken into 8 pieces; put in a saucepan with butter and let it simmer on a low fire. Add 2 chopped onions and a "bouquet" with thyme and bay leaves. Let it cook for about half an hour.

Next add a glass of white wine and let it all simmer again. Beat together half a pint of cream and two egg yolks to make a nice sauce, and pour over the chicken.

Serve with noodles or Rice Pilaff.

So M.F.—of the Empress of Britain put it, but he probably won't mind my throwing out a few extra hints for those who haven't chef training. This is no recipe to economize on butter. Try to remember you are about to recreate a French masterpiece, and butter is only about 25c a pound just now anyhow. In beating the cream and egg yolks for the "nice sauce," do it off the stove, and when you pour it over the well-seasoned chicken have it over a very low fire, stir it, and leave it just long enough to get hot. If the sauce boils you might just as well go to sea in a tub. I should think that the King and Queen, now safely home God bless them, would turn pale every time



MRS. WILSON W. HILL, whose marriage took place recently at the Church of the Redeemer, Toronto. Mrs. Hill was formerly Miss Betty Jane Fraser, daughter of Mr. and Mrs. J. B. Fraser.

they meet lobsters, turtle soup, (they don't like any soup anyhow, I'm told) or ice cream for years and years. They did, however, manage to stand up to our particular brand of Chicken à la King, and our prodigious servings of fresh strawberries. In fact the Queen asked the chief chef of the Royal Trans-Canada train for the recipe of the chicken, and the Americans imported special Canadian strawberries for the Royal visit to the Embassy in Washington.

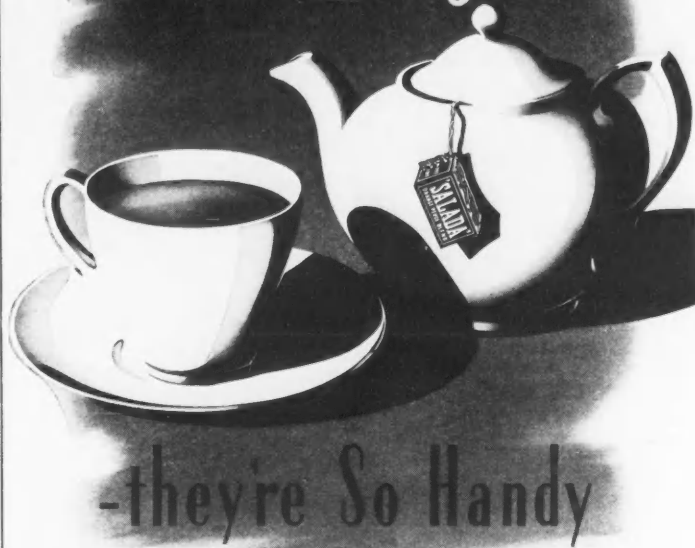
The chicken recipe was willingly given up by the Chef, and here it is. I think a loyal populace might well change its name to

Chicken à la Queen

Take a cold sliced chicken; green peppers, mushroom, and pimientos are then cut *en julienne*, and sautéed in butter for about five minutes. Now add cream to cover and let it boil gently for 15 minutes. Thicken with yolks of eggs beaten up with sherry wine, being careful that it does not boil after these are added, or it will break.

My neighbor has just stripped her veranda of all its flags. Nostalgia for Royalty, I expect that's what ails me. Or perhaps I'm getting a summer cold. Anyhow, I feel low.

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WORLD of WOMEN

Time on Your Hands

BY BERNICE COFFEY

PERHAPS it's June brides or then again it might be so many graduations that bring to mind those famous words "It's later than you think." But the fact remains that "time" is always with us and always slipping away especially when faced with an acute need for a watch for one's self or the necessity of presenting a gift. Here are a few bits of information we picked up from a watch authority:

Black suede straps, in many cases, are being used in place of the conventional silk cord. Black suede leads the list but don't think that it ends there. Brown, pinky-beige, dubonnet, gray and dark green suede all have an important place and that place is determined by design and color of metal used for the watch.

To increase the effect of pinkness one watch uses a pink sapphire crystal. Sapphire crystals, no matter what their hue, are as next to unbreakable as it is possible to get and still retain the complete transparency and brilliance of glass. Many watches, particularly a "coin" sport watch in yellow gold, use plain sapphire crystals with bevelled edges to accent both the dial and the color. The "coin" watch mentioned is actually not larger than a five-cent piece and not much thicker.

And talking about comparative sizes, there is a minute clip-watch that is at least one eighth of an inch smaller in outside measurement than a dime. Its case is yellow gold, round, and at the left side a bar of gold highlighted with a pink gold motif runs down for about half an inch to support the clipback. However, when sheer size or lack of it is under discussion the smallest baguette watch movement in the world simply must be described. This movement, which takes eight to nine months to make, is one quarter of an inch wide, an eighth of an inch thick and just under five-eighths of an inch long. Cut a quarter inch strip from the middle of a time and you'll have some idea of just how fantastically tiny this movement is.

And now, two last notes gleaned about watches. Quite the smartest bridegroom's gift is identical wrist watches, the bride's a smaller version, of course. Has your own watch been letting up lately? One watchmaker with a lifetime of sixty-odd years of wedding temperamental watches suggests that morning winding will work wonders in eliminating those cranky periods of time losing.

Hands Across

Hands across the sea form the pattern of a silk print designed in honor of the royal visitors. Two clasped hands on a ground of soft sea-blue, fingertips the shade of regency red, form the design. That shy bird the ostrich is holding up his head once more. Ostrich feathers, once the symbol of rare elegance, are now

Announcements

MARRIAGES

On Thursday, June 29, 1939, at the home of Dr. and Mrs. E. J. Pratt, by the Rev. W. Harold Young, Hazel Madeleine, daughter of the late Mr. and Mrs. Robt. Argue of Ottawa, to George Douglas Furse, son of Mr. Wm. Furse and the late Mrs. Furse of Thamesford, Ontario.

worn around the clock. They're fashioned into the simplest street hat to be worn with tailored prints, into capes and jackets, and are used to edge an evening snood in pale pink fishnet.

Abroad in the U. S.

A week ago the British movie colony in Hollywood, of which Mr. and Mrs. Aubrey Smith are acknowledged leaders, gave a grand farewell party to popular Francis Evans, for the last nine years British Consul at Los Angeles, and his most attractive wife.

They spent some time at the Empress Hotel, Victoria, B.C., on the first lap of a leisurely journey across Canada before sailing from Boston, August 1, for London where Mr. Evans goes to an appointment in the Foreign Office.

Mr. Evans was founder and first president of the British United Service Club of Los Angeles. The present president is Allan Mowbray of the films, who went through the war as a Corporal and won the Military Cross. A former president is Captain W. J. Cowan, of the Fort Garry Horse, Winnipeg. The club admits any Britisher from any branch of any of the services. As there are one hundred and nine various British societies in Los Angeles alone, and one hundred and twenty thousand people born under the British flag in Los Angeles county, the Evans haven't had a chance to dine alone in years, besides which they are most popular with the film colony. In Victoria they were entertained by Commander and Mrs. Brodeur, Sir Robert Holland, and Mrs. Evans' cousins, Mrs. A. Woodcroft and Mr. J. F. Dick.

The recent election of Mrs. John Hugh Nolan as president of the Canadian Women's Club of New York City adds another chapter to the career of this energetic woman who has long been actively affiliated with the Canadian and British Organizations in the United States.

A year ago Mrs. Nolan bowed out of a four-year presidency of the New York State branch of the Daughters of the British Empire in the United States, to become the national president. This American organization of British-born women comprises 21 States and 4,000 members. Its principal philanthropy has been the support of four homes for aged Britons. The funds for all the homes are netted from benefit functions held throughout the year. The bazaar held last November at the Hotel Biltmore resulted in an additional \$8,000 for the aged, and plans are already under way for a similar affair to be held at that hotel next December.

Heretofore, the Canadian Women's Club of New York, established nearly twenty years ago, has functioned only as a social club. With the resuming of activities in the Fall, Mrs. Nolan plans not only an intensive membership drive and an extended program of entertainments, but also the direction of the work of the Club members toward the aim of creating a fund to provide scholarships for study in the Arts to deserving Canadian students. Aiding the president in this program is an executive board, whose members include Mrs. Duncan Fraser, Mme Joanne de Nault, Mrs. Grace Johnston, Mrs. Florence Bryan, Miss Helen Chapman, and Mrs. William D. Heaton.

Savory Summery Showers



For Brides, For Week-End Hostesses—In Fact, For Everybody Who Eats—Pantry-Shelf Showers Of Heinz Ready-To-Serve Eatables Are Ideal Gifts.

"BREAD-AND-BUTTER GIFTS" are different this summer. Some chic woman hit upon the idea of endowing a hostess with a Pantry-Shelf Shower of Heinz 57 Varieties. Now, this type of present is just as popular with hostesses as it is with brides. It's a hit with everybody including the givers, who are quite likely to be asked to share the delicious Heinz viands they send.

Wrap your gifts of Heinz ready-to-serve delicacies in flurries of cellophane. Use crepe-paper streamers—polka dot and plaid ribbons, frankly artificial, or real garden flowers. The gayer the trimmings, the better—for a Pantry-Shelf Shower. Don't forget to attach your favourite quick recipes. A card telling about the latest and most delicious soups, mergers (like Heinz Cream of Tomato and Chicken with Rice Soup, for instance) would be a welcome addition to a selection of Heinz Home-style Soups.

Why don't you surprise your friends by giving one of these ingenious new Pantry-Shelf Showers? Honour a new bride—somebody celebrating an anniversary or a birthday. Here's a practical, popular way to solve your summer gift problems!

★ JADE-GREEN POTTERY replete with a connoisseur's salad fixings: Heinz Vinegars—Malt, Distilled White and Cider—Heinz Imported Olive Oil and piquant little pickled onions to add that final fillop to a dressing.

★ MEAL COMPLETE with cloth and napkins. Tins of Heinz delicious Cooked Macaroni in cream sauce with cheese—all done up in a linen cloth—green as a lawn—with non-matching napkins of scarlet, brown and chartreuse!

★ SAY THANK-YOU NICELY to your hostess with a sturdy picnic hamper packed with tins of Heinz Oven-Baked Red Kidney Beans, as well as Baked Beans Boston-style with pork and molasses.

★ A GARDEN BASKET bristling with long-handled broiling forks, tongs and bottles of Heinz Tomato Ketchup, Chili Sauce, Heinz old-fashioned, crisp Fresh Cucumber Pickle, India Relish, Mustard and all such needfuls for hamburgers, hot dogs and the like.



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K. G. B. KETCHUM, M.A., HEADMASTER

THE BACK PAGE

Crisis Abroad

BY JENNIFER JEROME

The author of this little piece is a member of the household of a Canadian attached to one of the numerous governmental establishments maintained in foreign countries by the Dominion for the promotion of Canadian diplomatic or commercial interests.

FOR several days I had realized that we were due for another crisis. Marie-Louise, our pretty young *femme-de-chambre*, had come to me several times in tears, crying, she said, by the *méchanceté* of the cook, who, she finally avowed, had called her a thief on more than one occasion.

I agreed with Marie-Louise that this was a little *trop fort*. I then went on to tell her again of the great esteem monsieur and I had for her. We knew, I said, that she would no more think of stealing any of our belongings, however trivial, than she would think of stealing the belongings of the holy church itself. Then I asked her not to enrage herself against the cook, but to try to realize what an unfortunate life the poor woman had had, and how little she had to look forward to in the future; whereas she, Marie-Louise, was young and strong and had a *bon-ami* who promised to turn into everything most desirable in the way of a husband.

Incidentally her *bon-ami* is a coiffeur, and the head of Marie-Louise is a thing of wonder and glory after her afternoon off. For a short time after this conversation things seemed to go better in the kitchen, and Marie-Louise looked calmer.

THEN one afternoon the storm broke. I was in my room writing letters when I heard Augustine, our cook, shuffling upstairs in her carpet slippers. She shuffled along the corridor and knocked at my door. As soon as I saw her I knew that all hope of evading the issue was over. Augustine began by saying that she did not want to *déranger* madame, but she thought it only right that madame should know that Marie-Louise had called her, Augustine, a thief!

She looked at me with an air of triumph as if to say: "Laugh that off if you can." For the moment I felt

THE OLD-FASHIONED POET STRIKES BACK

THIS not for me, this modern verse
Of Issues bold and Message terse;
These fledgling rhymesters best had
go
Back to Rossetti, Donne, and Poe.

Whose lines no Social Content had,
Whose imagery was seldom bad;
Who steadfast held to but one duty:
Who saw, and rhymed, the world of
beauty.

Avaunt! Aroint thee, parlous wench,
Take from my nose this fulsome
stench
And come no more; no more to me
for henison
Except with stanzas sweet, like those
of Tennyson.

JOAN PARR.

too stunned to say anything. Augustine, who is French to the core in that she possesses histrionic talent of no small degree, was not going to waste such a God-sent opportunity of displaying her gifts. So for my benefit she put on a scene which could hardly have been surpassed by an actress from the *Comédie-Française* itself.

WE WENT through all the gamut of emotion. Augustine cried. She gesticulated. She beat her breast. She spoke in a whisper, her voice choked with sobs, and her hands



GOSH! THE INFANTRY!

clasped in agony. If I called it stealing to collect a few pine-cones from the garden, so as to try to give a little warmth to the unheated room where her grand-son lay in bed, suffering, then it was true she was a thief. If I called it stealing to take the papers in which the oranges came wrapped, for use of her son and daughter-in-law in their w.c. so desolate, then she was a thief. She would not deny it. She would avow it all, she said, in front of madame and in front of the good God, who no doubt would punish her if He considered it was a sin that she had committed.

"But madame," and she smote her breast, "here," she said, "I'm proud to affirm, I carry a mother's tender heart, and not merely a senseless thing of stone." At this point Augustine was forced to stop for a few seconds, due to lack of breath and I got in some halting words.

Somewhat feebly I proclaimed my complete confidence in her integrity. I told her that I knew she was a cook of the first order, and that I was lucky indeed to have a cook so experienced in my house. Augustine had herself told me this, many times, so I thought that today at any rate I would get it in first. I went on to say that the difficulty was, that she was so sensitive that she was continually being *blesée* by the words of those not endowed by God with a nature so exquisite.

I was mortified to hear after this how we had all, in turn, unwittingly wounded her. "Madame," she said without truth, "seems always in a hurry to leave the kitchen, after having made the *menu* for the day. *Monsieur votre fils* does not always say *bon-soir* to me when I open the door to him in the evening. *Mademoiselle fait comme cela*," and Augustine did a very creditable imitation of our daughter being superior, her nose tilted to the ceiling. I must say for our daughter that I rather sympathize with her in her attitude towards Augustine; it is not particularly ingratiating to be told with a cackle, when you come in on a cold day, that *mademoiselle* has the end of the nose all red.

By this time I was beginning to hope that the drama was wearing itself out. Vain hope! Augustine with my permission sank into a chair, put her hands to her face, and let the tears flow between her fingers. "All my life madame," she said, "I have had nothing but bad luck, and through no fault of my own. I come of a good family. I was a devoted daughter. Figure to yourself, madame, the good offers of marriage I have had. No less a person than the *chef de gare* himself wrote a letter to my parents asking if he might be allowed

to pay his addresses to me. And then that Spaniard so rich, of whom I have already spoken to madame, if I had married him I would now have two domestics of my own, and would not be reduced to the miserable plight of hearing myself called a thief, by a *maie fille de café* — so she called Marie-Louise.

HERE we were round at the beginning of the saga again. To my by this time somewhat overwrought mind, there seemed no reason why it should ever finish. Fortunately a few minutes later the door-bell rang, and,

AIRING HIS BLUES

HE WEAVES and weaves a pattern
Of love and life gone wrong.
His voice a-sigh for solace
Caught in a plaintive song.
Pressed to the point of sobbing
He curves entreating lips
Down to the mouth so near him,
Pale face in half eclipse.

The object of his heartbreak
Shows no response at all.
Ah, cold indeed that figure,
Inhuman, slender, small!
He almost clasps it, working
Through sighs to frantic tone.
Then done, walks off-stage leaving
Broadcast and microphone.

JOYCE LANSBURY.

it being Marie-Louise's afternoon out. Augustine had to go. I took the opportunity and escaped as quickly as possible, out of the side-door, into the car and down the drive.

When I came back to the house several hours later, Augustine was serene and almost smiling. She had for the moment got rid of all emotional excess, and the consciousness of a flawless performance must have been a great satisfaction to her.

But that was only the first act; without doubt the second will follow in due course.

Perennial Favourite!



- The new interpretation of the Spectator pump... destined for summer success!
- An imported shoe with a sophisticated silhouette... enthusiastically applauded by the smart set!
- A shoe with simplicity, dignity, detail and grace... for sure footed zest!
- Angel white buck with accent of blue or brown... candidate for the most often worn shoe of the season!

Sizes in the group 4 1/2 to 8 1/2... Widths AAA to C
—EATON PRICE.
6.50 PAIR
SECOND FLOOR QUEEN ST.

THE T. EATON CO. LIMITED

Alma College

FOUNDED 1877

ST. THOMAS, ONTARIO

Delightful location; Extensive grounds; well appointed buildings with Automatic Sprinkler Protection; Gymnasium; Swimming Pool; Tennis Courts; Riding; Golf; Skating, and other sports. Courses include: High School to Junior and Senior Matriculation, Public School, Music, Secretarial, Home Economics, Art, Dramatics, Interior Decoration and Handicrafts. Affiliated with University of Western Ontario in Arts and Home Economics.

Write for prospectus. Principal: Rev. P. S. Dobson, M.A., D.D.
A RESIDENTIAL SCHOOL FOR GIRLS

ROYAL VICTORIA COLLEGE

(FOUNDED AND ENDOWED BY THE LATE RT. HON. BARON STRATHCONA AND MOUNT ROYAL) MCGILL UNIVERSITY MONTREAL

Applications should be made early. For all information apply to THE WARDEN. Recently enlarged fireproof building, thoroughly modern equipment. For women students, resident and non-resident, preparing for degrees in the Faculty of Arts (B.A., B.Sc., B.Com.) and in the Faculty of Music. A limited number of Scholarships and Bursaries.

A King and Queen are Protected



THE MOMENT King George VI and Queen Elizabeth set foot in Canada, a thousand and one precautions for their protection went into effect. One of the most important was the provision of a uniformly pure water for drinking and cooking. Many were tested... one was selected.



AT STATE FUNCTIONS in Ottawa, on the royal train, throughout the Canadian itinerary, all drinking water served to Their Majesties... and all water used for cooking by the royal chefs... was supplied regularly, along the entire route, by Canada Dry's Canadian plants.



ON THE OTHER SIDE OF THE BORDER, the United States plants of Canada Dry continued to supply uniformly pure water to the King and Queen... the identical water you get in Canada Dry Beverages whether you enjoy Sparkling Water in Halifax or Ginger Ale in Vancouver.



IN AND AROUND WASHINGTON, D. C. secret service men kept vigilant guard. And here again water provided by Canada Dry contributed its share to Their Majesties' protection. At your own home or on vacation, you can enjoy this same delightfully pure water in every one of Canada Dry's many delicious beverages.

CANADA DRY

THE CHAMPAGNE OF GINGER ALES CANADA DRY SPARKLING WATER

CANADA DRY GINGER ALE, LTD., EDMONTON, WINNIPEG, TORONTO, MONTREAL



STORM AGAIN OVER EPSTEIN. "Adam," a mystical representation of the first man by Jacob Epstein which has stirred another critical controversy in England, although many admit its power and primitive dignity.

SATURDAY NIGHT

TORONTO, CANADA, JULY 1, 1939

Hamilton's Rise to Industrial Eminence

Here is a Study of a Great Canadian City — its People, its Institutions, its Industries and its Geographical Advantages — Showing Why it is Great and Why it Will Certainly be Greater



HAMILTON'S PROSPERITY: THE DOWNTOWN BUSINESS DISTRICT SHOWING GORE PARK.



HAMILTON'S INDUSTRY: STEEL OF CANADA (Right) INTERNATIONAL HARVESTER (Left).

Why Hamilton?

BY P. M. RICHARDS

WHY are many of Canada's largest industries located in Hamilton? Why did Hamilton gain some seventy new industries in the recent depression years? Why is Hamilton playing an increasingly important part in the business life of Canada?

The editors of SATURDAY NIGHT, themselves intrigued by these questions, set out to find the answers, believing they should prove of more than ordinary interest at this time when foreign capital is again flowing into Canada in volume and there are evidences of the approach of a new era of industrial expansion.

A Surprising City

The results of the editors' researches surprised them. They learned much. They had thought that Hamilton produced steel and electrical goods and textiles, but they discovered that the city contained five hundred industries of virtually every category, that it is one of the greatest distributing centres in Canada, that one-sixth of this Dominion's people live within sixty miles of it, that it is ideally situated for shipment to the chief United States centres of population as well as Canadian, that it possesses truly unusual advantages in respect of skilled labor and cheap power.

Furthermore, the editors found, the civic administration of Hamilton is unusual, in that Hamilton regularly balances its budget and is steadily reducing its total debt, its debt-carrying charges and its tax levies, while as constantly expanding its social services.

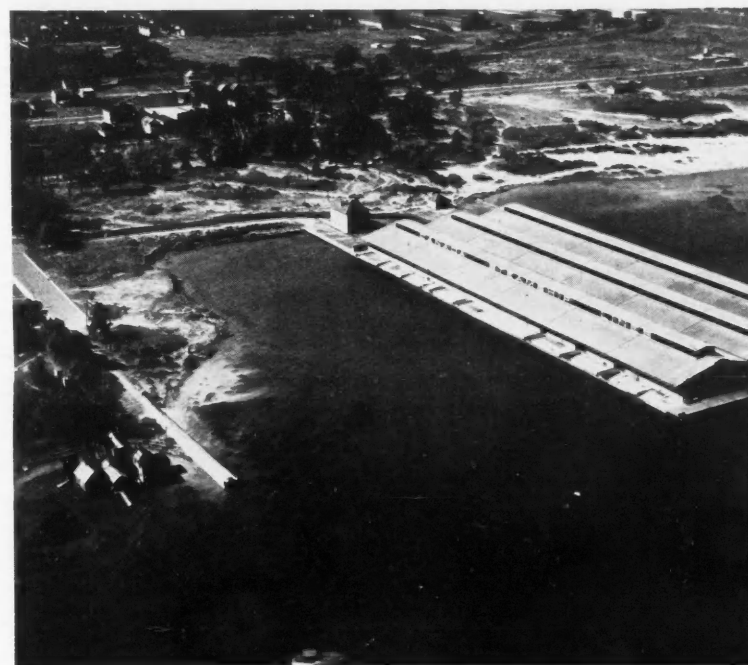
World Trend Upward

All this, they decided, warranted a public presentation of the facts, for the service and possible guidance not only of foreign and Canadian industrialists seeking location for new plants but also for other aspiring municipalities. The present moment seemed particularly suited to the purpose, because far-sighted economists are saying that the world trend is now away from political and economic radicalism and toward sane, healthy economic growth.

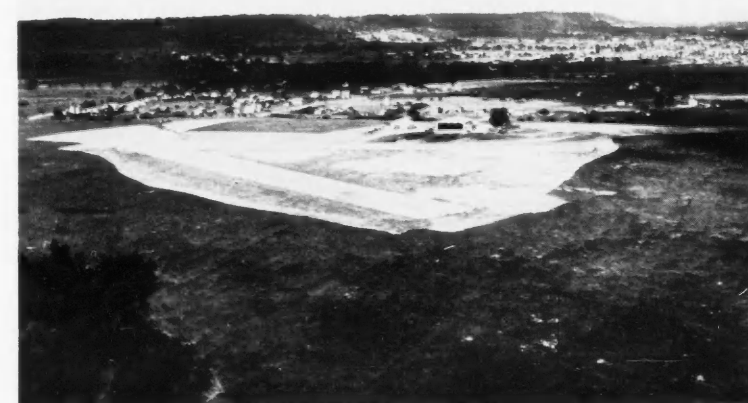
This prediction is based on the scientific achievements of the past decade, not yet exploited by industry, on the enormous deferred demand for capital goods, on the wealth of credit and capital available, on the technical advances in the utilization of resources, and the general trend to higher living standards.

Canada to Benefit

Canada stands to benefit, the experts believe, to a greater degree than any other nation from this coming world growth. That is because of Canada's capacity for economical production of the materials of which the world stands most in need, the abundance of her resources and her geographical position, far removed from areas of political disturbance. And in the opinion of SATURDAY NIGHT'S editors, the city of Hamilton is likely to win more than its share of the expansion gains.



HAMILTON harbor is the finest, largest natural land-locked port on the Great Lakes, has an annual cargo tonnage ranking with the heaviest Great Lakes shipping centres.



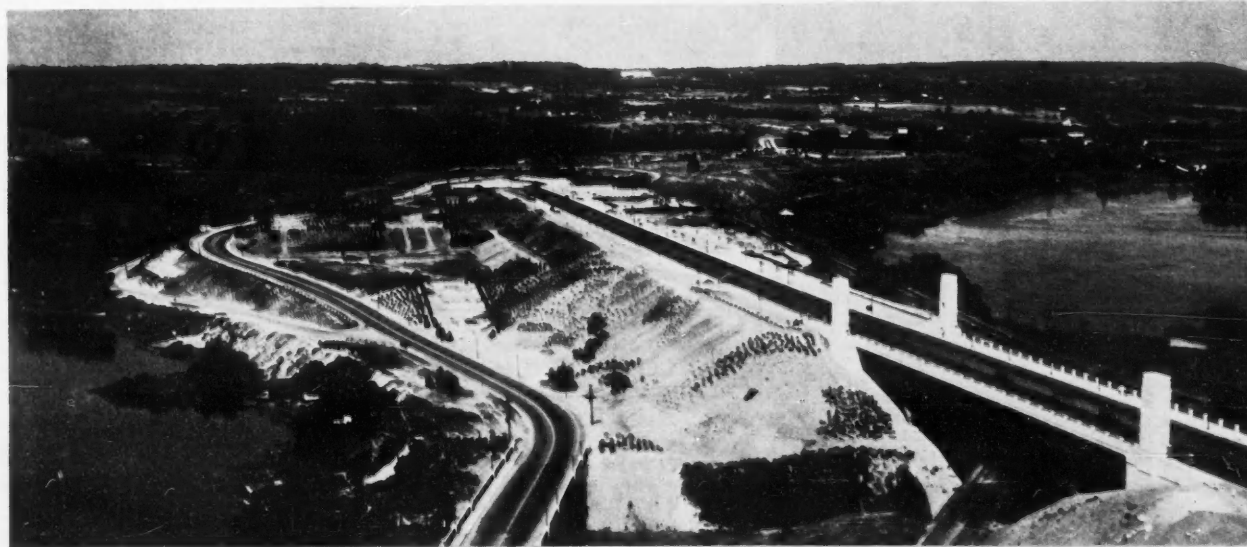
HAMILTON airport is one of the largest and most modern in Canada, covers an area of more than 200 acres, is owned by the city and operated by the Hamilton Aero Club.



HAMILTON is the home of McMaster University whose curriculum covers education in arts, theology and science.



HAMILTON possesses a Rock Garden unequalled on this continent. In it are 500 varieties of Rock and Alpine plants; to it have come as many as 5,000 visitors in a single day.



HAMILTON boasts one of the most scenic approaches of any city on the continent, with a fine modern highway traversing an up-to-the-minute bridge, and the whole surrounded by beautifully-tended and artistically laid out parks which do much to enhance the natural beauty of the country.

HAMILTON

Canada's Industrial Centre

Five hundred diversified industries benefit from a combination of important economic factors.

MARKETS

One third of Canada's buying power is concentrated within 100 miles of Hamilton.

LABOUR

Highly efficient productive labor, skilled, semi-skilled and common. A majority of workers are home owners.

BASIC INDUSTRIES

Steel, iron, textiles and electrical equipment, plus 1001 diversified products. A ready supply of almost every kind and type of raw material.



Canada's finest land-locked harbour. Annual tonnage exceeds 2,500,000. Water front properties available for heavy industry.

TRANSPORTATION

Rail, water and motor competition ensure prompt service at lowest rates for the millions of tons of freight offered annually by Hamilton's industries.

Industrial information on a fact basis will be furnished without obligation and in strict confidence on application to:

COMMISSIONER OF INDUSTRIES
CITY HALL CORPORATION CITY OF HAMILTON HAMILTON
Hamilton Hydro-Electric System — Hamilton Harbour Commission

Located at the western extremity of Lake Ontario in the centre of Canada's manufacturing district.

GAS

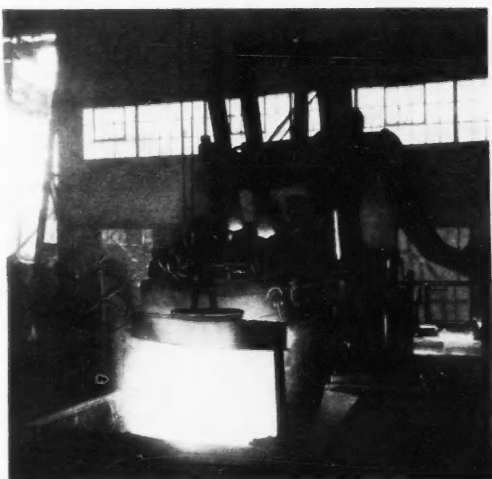
Natural gas, artificial gas available for various industrial purposes where these fuels can be used to advantage.

TAXATION

Successive annual reductions since 1936. A civic administration appreciative of industrial advantages in relation to municipal stability.

Industrial Committee

Alderman R. E. Elliott (Chairman)
Mayor Wm. Morrison, K.C.
Controller S. Lawrence
Controller B. W. Hopkins, K.C.
Alderman W. W. Chadwick
Alderman H. Hunter
H. D. Fearman — Industrial Commissioner



Electricity serves Hamilton's gigantic steel industry with uninterrupted, low cost power for the melting of metals.

POWER

HAMILTON is located in the heart of the Niagara Electric System. The rate structure is built on industrial demands, making it possible for the municipally-owned utility to quote rates which permit of the common use of electricity, for purposes other than motive power, such as steel melting, annealing, galvanizing, tinning, enamelling, hardening, ceramic and electrolytic processes and the manufacture of abrasives.

THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF HAMILTON

Mayor WILLIAM MORRISON, K.C.
Chairman

H. P. FRID
Vice-Chairman

DR. N. V. LESLIE
Commissioner

HYDRO

"The more it's used . .
.. the less it costs"

26 YEARS OF INCREASING USE

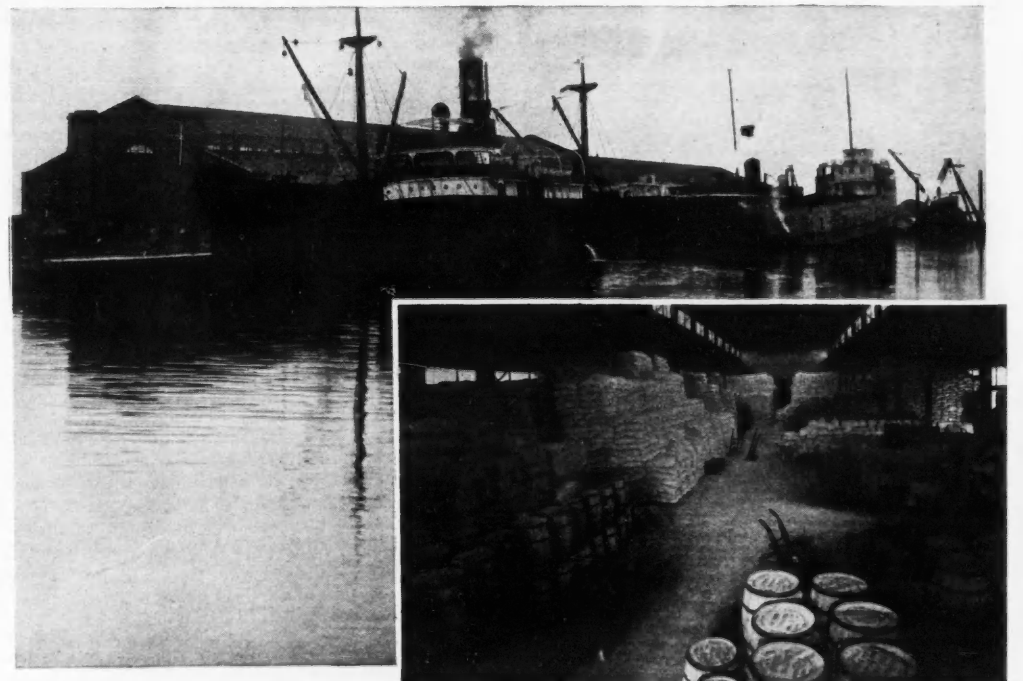
1912	1,534 H.P.
1916	10,536 H.P.
1920	18,443 H.P.
1924	26,899 H.P.
1928	60,211 H.P.
1932	90,922 H.P.
1936	95,000 H.P.
1938	100,000 H.P.

26 YEARS OF DECREASING COST

(Average Cost)
Per Kilowatt Hour
(Domestic)

1912	4.18c per Kw. Hr.
1938	1.20c per Kw. Hr.

POWER COSTS AS
LOW AS 0.45c PER KWTT.



HAMILTON's great land-locked harbour has been one of the outstanding factors in the city's commercial and industrial expansion. Today Hamilton boasts a record of per capita production and variety of products which no other Canadian city has equalled.

The incomparable natural advantages of Hamilton harbour have been enhanced by the most modern port facilities and equipment for the efficient utilization of lake shipping. Harbour front improvements represent the expenditure of many millions of dollars in public monies, and the investments of private industry. At the present time the Hamilton Harbour Commission is carrying out an expansion program which will cost in the neighbourhood of \$1,500,000.

The Port of Hamilton has established itself in recent years as the "hub" distribution centre in the wealthiest and most thickly populated section of the Dominion. Total tonnage records for the port now rank among the four or five leading ports of Canada including the great Atlantic and Pacific harbours.

More than a quarter of a million tons of freight were handled through the Harbour Commission's four modern warehouses during 1938. Much of this tonnage was in package freight destined for re-shipment to various points in Canada.

A view of the interior of one of the commission's warehouses offers an illustration of type of diversified cargoes regularly handled through the Port of Hamilton.

THE HARBOUR COMMISSION OF THE CITY OF HAMILTON

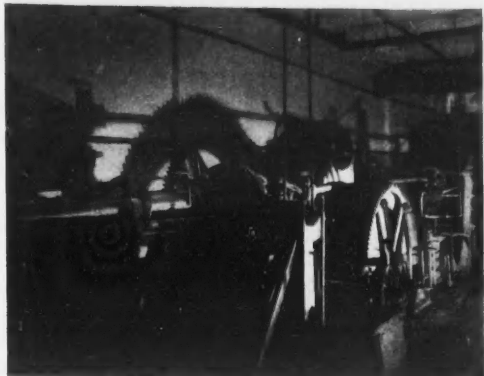
C. L. LANGS, K.C.
Chairman

A. G. GAUL
Commissioner

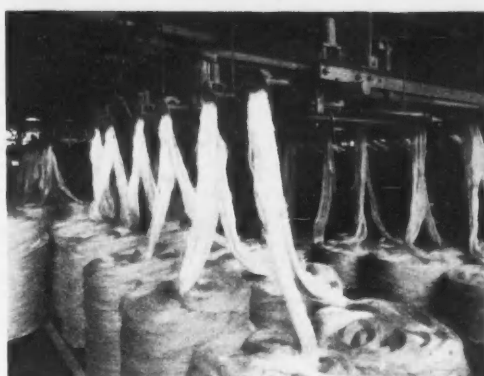
E. H. CORMAN, B.A.Sc.
Commissioner



UNDERGROUND CABLE is manufactured at Standard Underground Cable Co.



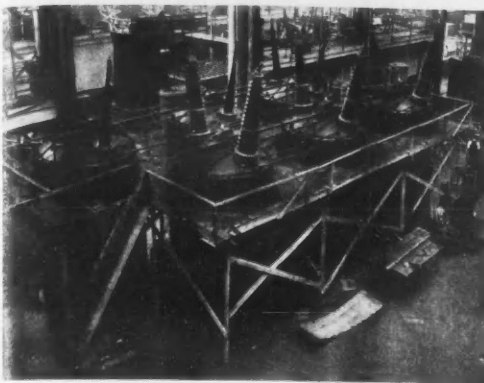
WIRE CABLE has been made at B. Greening Wire Co., Limited, since 1859.



BINDER TWINE in the process of manufacture at International Harvester.



RADIOS, one of Canadian Westinghouse's many lines of production.



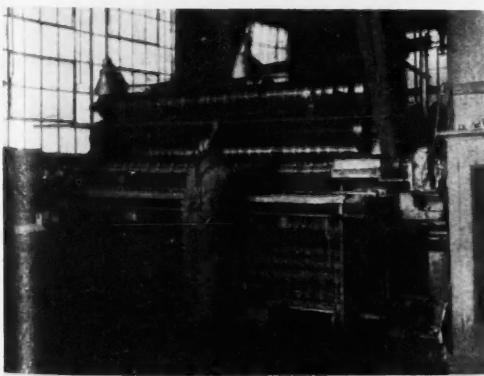
CIRCUIT BREAKERS are tested at Canadian Westinghouse.



OPEN HEARTH FURNACES at Steel of Canada.



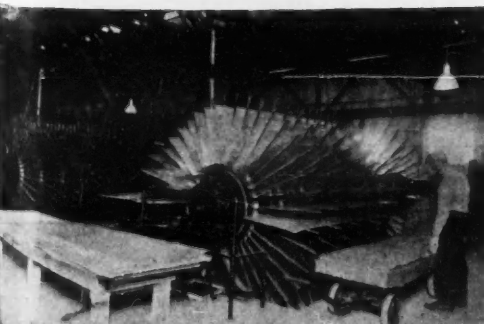
AUTOMOBILE TIRES being moulded at the factory of Firestone Tire & Rubber.



WIRE FENCING is made at B. Greening Wire Company.



VACUUM CLEANERS being assembled in the Hoover Company's factory.



STEEL SHEETS being galvanized at Lysaght Dominion Sheet Metal Company.

The Story of Hamilton's Industrial Climb

FEW observers approaching Hamilton for the first time are impressed by its industrial importance. From the northwest and southwest the impression is one of cultivated landscape. At the southeast the drive across the Burlington beach road attracts only mild attention to the large factories at the left. Yet Hamilton splits on short observation into a well-defined aggregation of entities.

The north division, the entire area north of Barton Street to the bay waterfront contains steel and chemical manufacturing mills and plants, docks, yards, and warehouses. The west division, the area west of Locke Street including the Chedoke Valley, containing textile, electrical, and iron and steel factories. The central division, from Barton south to Main Street and east from Locke Street through the length of the city to the airport, is in aggregation the centre of the financial, retail, wholesale, and commission businesses dependent on the city. And the south division, from Main Street south over the escarpment bluff to the upper Lake Erie plain and the city limits, is the residential district.

This pattern came into being through the location of the city's manufacturing interests on the waterfront, where transportation facilities are cheap and a wide area of land is available. The residential district was already established on the two plains, and municipal zoning at the beginning of the century confirmed this relationship of industries and homes.

The factors instrumental in making Hamilton an industrial municipality had evolved to the point of giving the city a form to fit its function.

Mass Production

It was a manufacturing city with almost half its population trained in mass production long before 1870 when the R. M. Wanzor Co. was turning out 1,000 Little Wanzor sewing machines a week.

The railway development had been the principal urge to manufacturing which created an industrial environment that drew bicycle, paper, emery wheel, pickle, hardware, and pipe factories. In the twentieth century the Canadian Wire & Steel Co., Sawyer Massey Co., and Deering Harvester Co., all chose the city as a location. The last mentioned firm was to become the largest agricultural implement works in the British Empire.

National industrial depression followed this local expansion and culminated in the panic of 1907, but Hamilton continued to gain, attracting the Otis Elevator Co., Yates Machine Co., Zimmerman Manufacturing Co., and in 1907 a new 250-ton blast furnace at the reorganized and strengthened Hamilton Iron & Steel Co.

Protectionist Policy

From 1910-13 when a merger of several Canadian steel companies formed the Steel Company of Canada, a protectionist policy was in force in the Dominion, and competitive and cheaper electric power rates were had in Hamilton by the city's vote to become one of the supporters of the Ontario Hydro Commission, the city again drew capital and underwent great expansion.

By 1911 the International Harvester Co., was employing 2,500 Hamiltonians to produce 150,000 harvesting, seeding, and ploughing machines. Thirty new industries entered Hamilton in those three years. Largely because of the increased demand for skilled factory employees the population reached more than 100,000 in 1913.

War increased the production of munitions, and diversified production to include goods formerly imported. In spite of terrific losses of men to the front the city made such progress that its largest industry, that of iron and steel products, rose among Canada's manufacturing groups from fifth to second place.

Reasons for Preference

The land on which Hamilton had depended for over a century was not idle during this time. There are reasons for this definite preference among manufacturing industries for the city. Hamilton is located on a land-locked, deep, wide harbor. The proximity to Lake Ontario is an important advantage because it gives low cost transportation and a constant supply of fresh water for the mills. Hamilton is well placed with reference to the land routes from Toronto to Buffalo and New York, and since bus and truck transportation has increased so tremendously, with Montreal and Chicago through Toronto and Detroit.

The Toronto Hamilton and Buffalo railway is now an important channel in the flow of traffic along this trade corridor, and functions as a belt line

INDUSTRIAL AND COMMERCIAL STATISTICS

Population—1905, 57,651; 1925, 122,238; 1938, 155,276	1929	1933	1937
Bank Clearings	\$350,928,242	\$175,111,440	\$285,024,414
Building Permits	7,008,320	510,200	1,694,189
Customs Collections	14,054,433	9,510,459	17,633,991
Cap. Invested (Industry)	221,427,642	171,625,714	*200,000,000
Cap. Invest. (per Indus.)	532,278	365,937	*390,000
Industrial Employment	38,221	23,645	36,424
Salaries & Wages	47,535,648	21,523,337	*38,000,000
Cost of Materials	94,404,240	35,672,272	*65,000,000
Gross Value of Products	197,949,081	83,530,255	*160,000,000
Gross Value per Industry	475,839	178,103	*327,000

*Estimated.

connecting with all railroads passing through the Niagara Peninsula.

There are qualities peculiar to the city's site which favor it for manufacturing. Its spread across the Niagara escarpment from the upper Lake Erie to the Lower Lake Ontario plains is important since it is this break between the two plains, and the fall of water over the break, which provides much of the power for Hamilton's industries. The topography of the waterfront plain is flat, and slightly sloping, toward the bay. Surface deposits of porous sands and loams permit easy excavation. A more resistant blue till underlain by bedrock supports the foundations for large factory buildings.

The natural irregular shore line of the bay provides much footage for docks, transfer, and transit sheds, and warehouses. Railroad spurs or roads to manufacturing plants are built easily and at low cost near the lake. Their orientation falls readily into the manufacturing pattern outlined, and plant sites adjacent to the harbor are open for building. As well, the city's latitude is such that the climate is near the optimum for physical and mental work.

Centre of Markets

The land's function has altered from the mere feeding of the city to include the acceptance of a return flow of Hamilton's manufactured goods, for which it is the market of distribution. Hamilton is located near the centre of the most densely populated province in Canada. As well, it is the largest city near Ohio, Pennsylvania, and New York industrial areas, and close to the northern Appalachian bituminous coal deposits.

Niagara's fruit belts, and those of the north shore of Lake Ontario are close to the city, as are the agricultural lands of the Ontario peninsula. It was after 1896 that Sir John Gieson, John Moodie, John W. Sutherland, John Patterson, and John Dickenson organized the Dominion Power and Transmission Co., to control the reorganized Cataract Power Co., and provide street railways near and in Hamilton with electrical power from DeCew Falls.

The results were so successful that electric railway (radial) lines were thrown in all directions along the city plain to connect with Grimsby, Beamsville, Brantford and Dundas and draw the rich fruit trade. They brought much of it and were very busy from 1910 to 1913. The city experienced its greatest use of the land since the days of the railway boom.

The war solidified industrial prosperity for Hamilton.

New Industries

During 1919 with the cost of living going continuously up, and the cost of materials, value of products, and number of wage earners declining because of the transition from war-time to peace time production, the city carried its prosperity into 1920. The flow of American capital into the city at that time was greater than that of British capital during the war. The Firestone Tire & Rubber Co., Hoover Suction Sweeper Co., Norton Co., Libbey-Owens Glass Co., all of the United States, and the Porritt &

Spencer Co., of Bury, England, all located in the city during that time. Many existing factories were renewed and enlarged.

During the summer of 1920 the production and sale of Canada's manufactured goods began to decrease alarmingly. This depression drove some smaller firms out of business, and continued to be felt until 1924. Up to 1926 few new industries were added to the city. The Hamilton By-Product Coke Ovens Ltd., was organized, the Beech-Nut Co., obtained premises, but the subnormal business conditions caused two major companies to close their plants.

Business conditions improved, and with the improvement Hamilton attained a financial status second among some 250 of the leading North American cities, simply because the capital in the city limits attracted more capital.

Strategic Position

Placed on navigable water, on the lines of Canada's two trans-continental railroads and of a third linking with the United States, on a radiating system of trunk-line highways which grew as the automobile displaced and dispossessed the radial, and near the U.S.A.'s industrial regions able to supply the cheap coal and iron too expensive to transport in low grades of ore over Canada's far distances, the city's condition continued to improve.

Single large industries, such as Canadian Cottons, when they erected plants drew others who desired to profit by the prestige of the larger firm, the advantages of neighborhood sales, and co-operative purchases, of distribution, and employee-insurance enterprises.

Before 1914 the city and the land of southwestern Ontario had acted as complements of production and distribution. The city's later tendencies to favor dealing at long range in foreign markets which had begun with the railway's annihilation of distance, were brought into more than full play during the war. Hamilton found in 1921 as foreign markets shrank that it was facing a new problem—the effect on its production of distant markets over which it had no control—a problem which its accustomed hold on its own southwestern provincial market in Ontario had not prepared it to meet. It had the vague premonition that the land around it, though quiescent, was willing to assist in a revival but that other lands were now calling the winning numbers. It wasn't exactly aware then that it was having trouble with something it had never encountered—economics, and on an international scale, as it began to realize after the depression following 1929.

New Problems

Hamilton for the first time was faced with a curtailed foreign, national, provincial, regional, and municipal market. The human element in production entered. Labor conditions in the city had been good and continued so, but the city held its workers only by the diversity of its industries. Hamilton continued to keep its reputation as a good labor market among the employee organizations in Canada and the United States. The chemical industries which

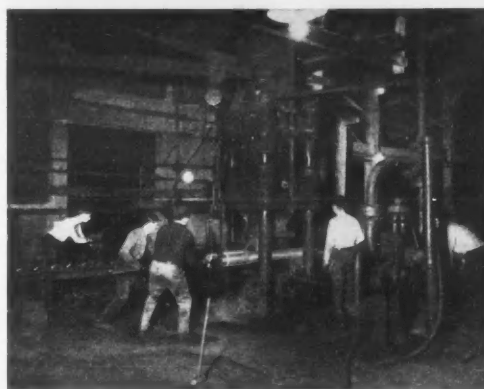
(Continued on Page 30)

A BALANCED BUDGET

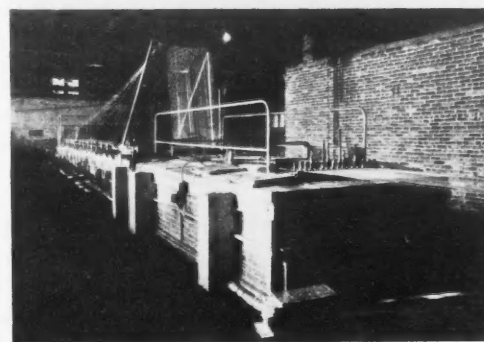
TAXES, their trend and history constitute an important item in the final analysis of factors determining the location of an industry, be it large or small. This item is not important as an operating cost but it is an index of conditions that affect the industrial prosperity of the community.

Hamilton, alive to the value of minimizing taxation, is pursuing a conservative fiscal policy. This is evidenced in successive tax reductions and a determination to keep public expenditures as low as the demands of a progressive society will permit.

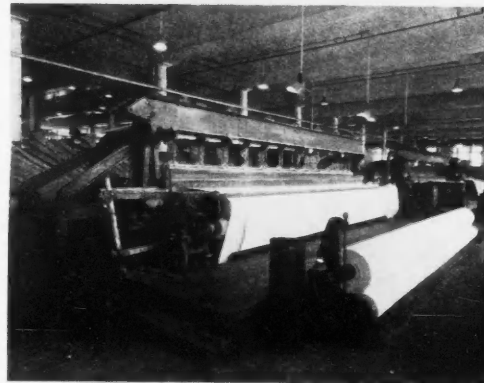
For the third year in succession Hamilton showed a balanced budget in 1938. This together with a three-year record of continued reduction in taxation and total debt has resulted in a restoration of confidence in the taxpayer and the building construction industry.



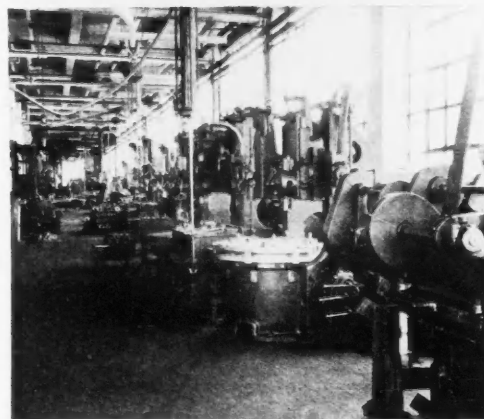
RAILWAY CAR AXLES being forged at Dominion Foundries & Steel.



WIRE being galvanized at the plant of Frost Steel and Wire Company, Limited.



COTTON PAPER MAKERS' FELTS in the loom at the plant of Cosmos Imperial Mills.



AIR BRAKES being manufactured at Canadian Westinghouse.



FULL-FASHIONED HOSE is toed in the humming, modern plant of Real Silk Hosiery Mills.



CAST IRON PIPE being manufactured at Gartshore-Thomson Pipe & Foundry.

MORTGAGE LOANS

ESTABLISHED 1858

We Invite Inquiries
regarding our City
and District

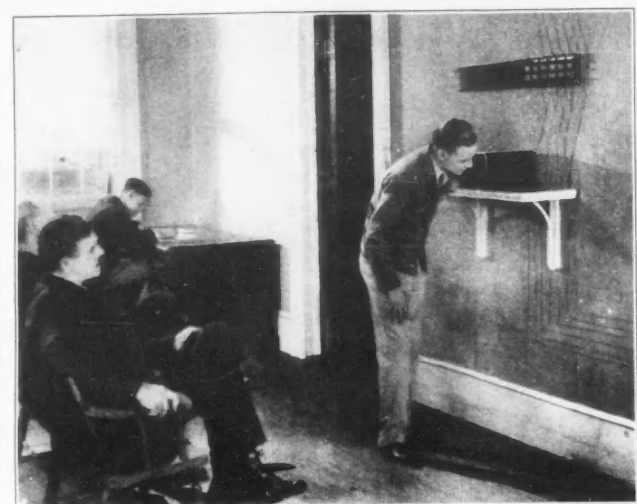
MOORE & DAVIS

REAL ESTATE and
INSURANCE AGENTS

RENTS COLLECTED—ESTATES MANAGED

218-220 LISTER BLOCK

HAMILTON, ONTARIO



"AN EARLY TELEPHONE SWITCHBOARD"

A Story that Goes Back Sixty Years

The first telephone exchange in the British Empire was established in Hamilton in 1878.

Today, with over 28,200 telephones in service within the local exchange boundaries, this city ranks with communities of comparable size anywhere.

Conversion from the manual to the dial system has proceeded without interruption or let-down in the quality of service. In a short time the whole exchange area will be served by dial telephones.

Hamilton is an important long distance telephone centre. Some 3,400 out-of-town calls are originated here in the average day. The local telephone user may be connected, with no undue delay, with any one of over 57,000,000 telephones throughout the world.

This city's steady telephone development may be attributed to a high standard of service at rates that have made it available to the humble householder, and to the intelligent cooperation of our patrons. Such cooperation adds to the value of telephone service for all its users.



S. M. DUNCAN,

Manager

From Virgin Soil to Thriving Centre of Production and Trade

A CENTURY and thirty years have touched the fertile land. Its grass has petrified to pavement. The random fruitfulness of its soil has been revised to a newer purpose of supporting the weight of industries gathering upon it to bear wealth.

Seasons of climate have been replaced by seasons of trade. And seeds of commerce and construction have spread along the base of Hamilton's cliff like a crop ripening now to skyscrapers.

Etienne Brulé was the first white man to see this land at the head of Lake Ontario. Guide to Samuel de Champlain, and interpreter, he had entered Ontario seven years before, with missionaries on their way inland from Quebec.

It was in 1615 that he passed Burlington Bay to cross the Niagara river on his way to the region held by the Andastes Indians south of Lake Erie near the source of the Susquehanna River.

Home of Redskins

The region of Hamilton's escarpment, plain, and bay were held then by the Neutral Indians, allies of the Huron Indian nation of Georgian Bay and the Tobacco Indian nation ruling the shores and fields about Lake Simcoe, so named because, though of Iroquoian stock, they took no part in the wars between the Hurons and the raiding Iroquois marauding northward from their home forests south of Lake Ontario.

Brulé hoped to gain help for Champlain against the Iroquois. His tales of the Neutrals on his return brought in 1627 the Recollet priest, Father D'Aillon, to this land. Two other Jesuits, Jean de Brebeuf and Joseph-Marie Chaumonot, explored the Neutral district, set up in 1640 a tentative mission, and were forced to retire to their headquarters at Sainte Marie when the Iroquois warred on and exterminated the Hurons six years later. Sainte Marie was destroyed as well and the Jesuits Brebeuf and Lalemant tortured to death. The culprits, the Seneca tribe of the Iroquois, then turned southward on the Neutrals more than fourteen hundred strong and conquered the Neutral territory on which stands Hamilton, its suburbs and the outlying farms.

There were three main Indian trails through the wilderness for many decades. One was close to the water, from what is now Toronto around the head of Hamilton bay, to Niagara. Its present name in Hamilton is York Street. Another trail came down from the north, from the Ontario country between Lakes Simcoe and Huron, joined York Street north of Coot's Paradise. The third came from the western part of south Ontario, from the village of the powerful Indian chief Tachibasson on the Grand River, the settlement which became the Canadian city of Brantford.

That trail is King Street today. René Robert Cavalier de la Salle, the French explorer, next recorded his landing at Hamilton's present La Salle Park in 1669.

The U. E. Loyalists

Then the written record lapses until the Peace of Paris (1763) concluding the American War of Independence. Quakers and Mennonites who had declared themselves pacifist during the war, American families which had favored the British, been British, or fought for them during the Revolution, were threatened, ridiculed, and persecuted for their sympathies by their former neighbors.

After the Treaty, British vessels took up to 57,000 of these loyalists from the now independent territory of the United States. In a mass migration others came north by canoe, horseback, ox-cart, or shank's mare. Thirteen thousand of them reached Canada West—or Ontario. The British government granted them three million acres of land, gave them the only hereditary Canadian title, that of United Empire Loyalists, and provided them with \$16,400,000 in financial aid to establish their settlements and purchase seed, flour, tools, etc.

Their migration was joined on the way by a similar resettlement trek of the Pennsylvania Germans and Dutch, and French Huguenots, who, forced from Europe, had been uprooted again by the rebellion due to their preference for English territory.

The land to which they came near Hamilton, down from the escarpment ridge, was scarred by marsh inlets thick with sword grass and dwarf alder. A wolf pack roamed the plain and the settlers chose the higher ele-

vation. The bay was a favorite fishing ground, and was open to Lake Ontario through its eastern end.

A first territorial division of this land at the west end of Lake Ontario had been proclaimed in the name of the British Parliament in 1788 by Lord Dorchester, then Governor-General of Canada. Three years later Lieutenant-Governor John Simcoe had ordered the survey of the original townships of Barton and Saltfleet.

Two pioneers, Robert Land and Richard Beasley, staked out claims. Beasley got the land where Dundurn Park is now situated and erected a mill on the valley's stream. He became Hamilton's first manufacturer. Robert Land and his four sons finally came to hold a thousand acres of the heavily timbered earth, but Beasley's holdings came to be more than 96,000 acres.

He sold 60,000 of them in 1803 for £10,000 paid in a wagon-load of silver half-dollars, brought to him in an iron chest through the forest, with a dog chained under the wagon for protection. Other farmers and traders joined these men, and the roster of familiar Hamilton names lengthened: Stipe, Mills, Gage, Dewey, Stewart, Horn, Spring, Hesse, Burkholder, Shaver, Smith, Rymal, Rickman, Hannons, Condon, Sweeney, Green, Hughson, Durand, Jackson, etc.

The land did not favor growth. Rank coarse "Indian grass" made it look poor and unproductive. Stoney Creek, to the east, had no such grass and was rapidly settled. More settlers favored the plain above the escarpment, established communities on the higher land, and Hamilton's chief rivals of the century—Ancaster and Dundas—were soon much larger than the bay settlement below.

The Province of Ontario was divided then into the districts of Lunenburg, Mechlunburg, Nassau, and Hesse. The Hamilton territory was a part of Nassau. These divisions were renamed Eastern, Midland, Home, and Western and extended sub-

SOME HAMILTON ACHIEVEMENTS

SOME of Hamilton's early achievements include:—The first sulphur matches made in Canada and match factory in 1830, Canada's first threshing machine, and the first iron steamboat to sail fresh water in America.

In 1847 Canada's first life insurance company was organized in Hamilton.

The first Canadian built railroad locomotives, passenger and freight cars were the products of Hamilton in 1854. Shortly following these the world's first sleeping car was designed and manufactured in Hamilton by one Samuel Sharpe, master mechanic of the Great Western Railroad Shops.

Canada's first sewing machine, coal-oil lamp burners and cloth-covered caskets are credited to this City.

The first experiment in lighting by electricity in Canada was conducted in Hamilton through the medium of carbon pencils. Acetylene gas was discovered by Charles Willson, a native-born citizen.

sequently, and broken into still smaller divisions named Bathurst, Newcastle, Home, Gore, Niagara, Midland, London, and Western.

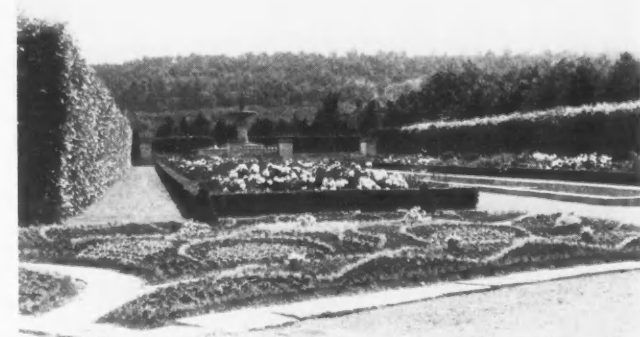
Gore was split into twenty townships, of which survive today Saltfleet, East Flamboro, West Flamboro, Ancaster, Binbrook and Barton, organized in 1792; Beverly, formed in 1798, and all of Wentworth county named in 1816.

Whites and Indians

With the Loyalists in the trek north came the Indian allies of the British during the Revolutionary War. The great Iroquois federation of Mohawks, Cayugas, Oneidas, Senecas, Onondagas, and Tuscarora Indian nations were settled by the British government immediately to the west of Hamilton in a tract of 700,000 acres on the Grand River, where they erected their teepees under the leadership of the famous Indian chief Joseph Brant.

Between Wentworth and Haldimand Counties and between Wentworth and Brant counties today lies the remainder of that "Indian line" which was a boundary of the Six Nations Indians' reserve. As the land divided and was settled, the settlers prospered. Ancaster became the leading settlement, and Dundas its competitor. To the south in the bay plain the shore valley was empty still. A family by the name of Durand had settled it.

They sold in 1810 for \$3,000 the farmland now covered by the buildings and pavements at the centre of the city of Hamilton to George Hamilton, son of the Hon. Robert Hamilton of Niagara-on-the-Lake. War clouds were gathering on the



GAGE PARK, 70 acres in extent, with its famous Rose Garden, is one of the beauty spots of the province. In the background is the Memorial Fountain.

Niagara border, and the younger Hamilton wanted a safer spot for his wife and family.

George Hamilton

Hamilton, energetic and public-spirited, moved his family on horseback to a plot of land now bounded by James and Wellington Streets and extending from the escarpment to the bay. He laid out the property in north-south streets named John, James, and Catharine, after his sons and daughters, and east-west avenues named for his other daughters Hannah, Maria, and Augusta. The Grand River Indian trail became King Street. Main Street was laid south of it. Hunter Street, south of

to this village which was no more than a shore stop at King's Landing, the basin at the end of the canal, until (from 1823-1830) it raised successive loans to the total of £21,000 to construct, as its first public work, a canal to the open lake through Burlington Beach.

Like its successful Desjardins predecessor, this was a toll canal, and made the town.

The defenses of the land began to weaken on the plain before the demands of men.

Land began to be blotted out by buildings. There were not many. By 1830 the population was only 633, including the village and Dundurn Castle. Land began to become a commodity, an expanding currency, and even a possession rather than a means of life.

Allan MacNab

A strong influence in this change was one of Hamilton's citizens, a bull-headed fighting lawyer named Allan MacNab. Hamilton was almost wiped out by a severe cholera plague during the summer of 1832, followed by a disastrous fire the same winter. Yet by 1833, due to the canal, the village had become a town of 2,800, and MacNab had purchased for £2,500 pounds Dundurn Castle, at which he was to hold forth for the rest of his days as bully, legislator, enemy-baiter, social lion, Hamilton's largest host, and the district's greatest spender.

Other influences were the factory system, which had become established in the United States after the war, and was making fortunes by pouring its goods into the expanding Ontario and American markets, and the opening of the first Welland Canal.

Hamilton began to be the terminus of water routes and shipping facilities. It began to outgrow Dundas. Four wharves were built. In one week of July, 1836, 17,000 bushels of wheat were shipped from one of those wharves. Three stage lines handling overland commercial traffic now connected the town with Toronto, Niagara, and Brantford. A foundry and machine shop had been set up together with a second foundry and stove factory. And Canada's first railway had been constructed that year at Montreal.

Population Grows

A business recession was felt during the next five years but Hamilton's count of men and women grew steadily to 3,567. By 1838 MacNab had battled singlehanded the whole of Dundas to secure a charter for the construction of a railroad from London to a city on "the harbor at Burlington bay," which, strangely enough, was interpreted to mean Hamilton in spite of opposition from Dundas. The charter was granted to Hamilton.

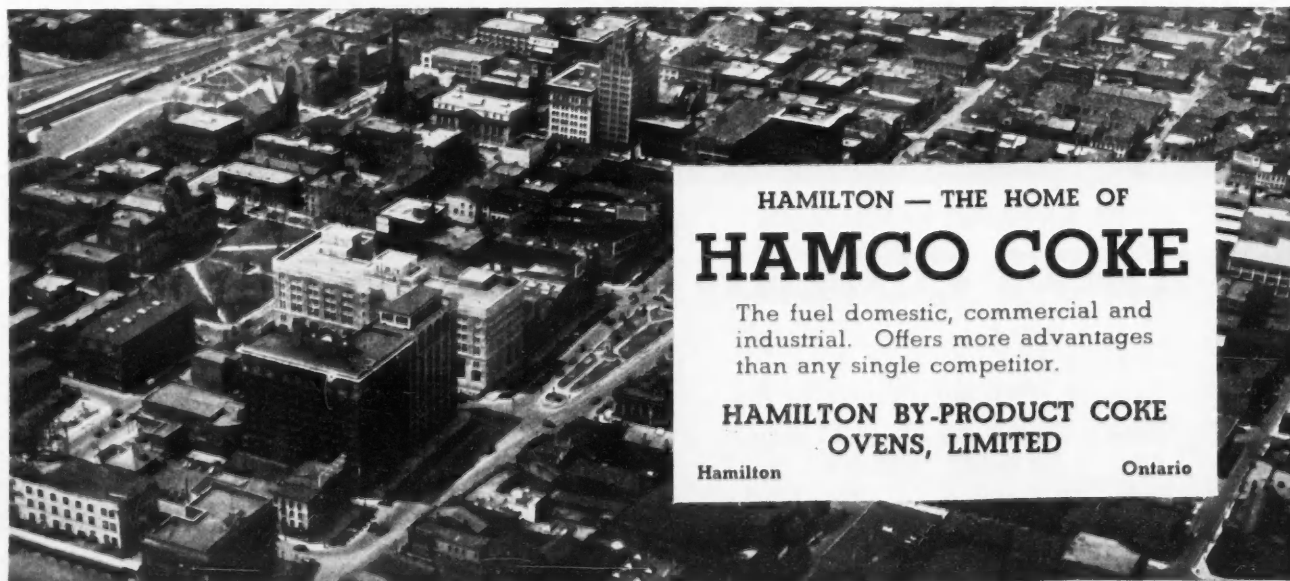
Harassed by the struggle, Hamilton nevertheless grew, and became a city January 1, 1847, population 6,832.

Several planing mills, hotels, tin-shops, a few brickyards, iron foundries, and a glass factory had been attracted to the city. Business had concentrated on the waterfront, at last, and steamboat traffic was cheap and plentiful. The Welland Canal had been widened and purchased by the provincial government in 1845.

The Burlington Canal was widened in 1846. Hamilton's greatest asset became its location on navigable water at the end of the waterway.

By 1850 Hamilton had 10,240 inhabitants, and the farming land was commencing to recede about this industrial centre rising like an island.

(Continued on Page 32)



HAMILTON — THE HOME OF
HAMCO COKE

The fuel domestic, commercial and industrial. Offers more advantages than any single competitor.

HAMILTON BY-PRODUCT COKE
OVENS, LIMITED

HAMILTON Ontario



FULLER BRUSHES, as familiar to the Canadian housewife as her own name, are manufactured in Hamilton in the plant of the Fuller Brush Company.

Cheap Power for Hamilton's Industry

PRIME requisite of any industrial municipality employing power extensively is cheap and plentiful electricity.

From the turn of the century Hamilton's situation below the Niagara escarpment has combined with its proximity to two large hydro-electric developments at DeCew Falls and Niagara Falls to provide manufacturers with electricity at a cost below that for any city of comparable size in North America.

Power costs within the city have fallen as low as 0.45c per kilowatt hour.

Low costs have been brought about by other cumulative factors unconcerned with geography. The first reduction of power costs to affect manufacturing came through competitive power production. Long since the greatest influence in decreasing electricity's cost at Hamilton has been the steadily growing demand for power among an increasing circle of consumers.

Costs for supplying a single amount of power to a single person are cut markedly when the same amount of electricity may be sold four or five times over, during the day, to different persons who use it at different times, thus creating different peaks of use.

Large Power Market

The Ontario Hydro Commission, largest co-operative enterprise in the province, owns five systems and operates six for supplying electric power throughout Ontario. Hamilton is the second largest power market in the Niagara system, which includes all of southwestern Ontario south of the Richfield-Lake Simcoe line, and west of a Lake Simcoe-West Hill boundary running north and south to Lake Ontario.

The effect of growing demand in cheapening power is shown in the following table of total horsepower used in the city:

1912—	1,534 H.P.
1924—	26,899 H.P.
1936—	95,000 H.P.
1938—	105,000 H.P.

Average domestic rate costs per kilowatt hour have decreased, 1912-38, from 4.18c to 1.20c per kilowatt hour.

The original generating plant of the Hamilton Cataract Light, Power & Traction Co., at DeCew Falls, contained two 1,700 H.P. turbines. Following the company's inception in 1896, the increase in peak loads caused by the location of new industries in Hamilton brought about a reorganization, at which Dominion Power & Traction Co. took control. The plant was enlarged. A storage dam and reservoir were constructed to impound water, taken from the Lake Erie level of the Welland Canal at Allanburg, in an area of lakes and reservoirs covering 800 acres.

This water is delivered today through seven large penstocks to the power house 265 feet below. The current is generated at 2,400 volts and stepped up to 44,000 volts (66 2/3 cycles) to be sent over high tension lines to Hamilton and intermediate towns. A total of 56,000 H.P. is developed. This is supplemented by 30,000 h.p. generated at an auxiliary steam plant built in Hamilton in 1917.

The D.P. & T. Co., owned and operated the street railway system of Hamilton, the interurban radial lines which connected Hamilton with neighboring cities, and distributing systems for power and light in Hamilton, Brantford, and several other municipalities of the Niagara peninsula.

The Hydro System

The Provincial government passed in 1907 the Power Commission Act, which stated that a municipality would be supplied with power at cost when it contracted to pay a proportionate part of all interest charges, sinking fund charges, maintenance, operation, and renewals on the expenditure necessary to generate, transmit, and deliver the power required, the whole being adjusted so as to insure the discharge of the entire indebtedness in thirty years.

Lack of domestic coal and the promise of cheaper rate for electric power led the electors of Hamilton to vote the appropriation, in 1911, of the \$300,000 necessary to install the services of the publicly-owned Hydro-Electric Power Commission of Ontario in the city through a local Hamilton Hydro-Electric Commission.

The D.P. & T. Co., did not attempt to compete with the Hamilton Hydro-Electric Commission in lighting or household service, but specialized in ten hour service to factories and traction lines with peak loads during the day from nine till four o'clock. Competition was keen, however, with the Hydro-Electric Power Commission of Ontario in everything except street lighting, which went to the Hydro in competition with gas.

The Hydro-Electric Power Commission of Ontario had been empowered to build a generating plant, but chose to contract for 100,000 H.P. from the Ontario Power Co., at Niagara. The Commission's load increased extremely rapidly. The purchase of 60,000 addition H.P. was made from the Canadian Niagara Power Co. As well, the Ontario Power Co.'s Niagara plant was purchased and enlarged to a capacity of 200,000 H.P.

Radials Eliminated

Not only did the interurban radial lines fail to pay dividends at the advent of the automobile and hard-surface highways, but the street railway in Hamilton was also operated at a loss though industrial power sales showed a profit. The Hydro-Electric Power Commission of Ontario absorbed the Dominion Power & Traction Co. in 1931. Since that time the Hamilton Hydro-Electric Commission has been distributing electric power within the city. This local commission does not generate power but purchases its supply from the Hydro-Electric Power Commission of Ontario.

The latter (a) generates, and (b) purchases, electric power for such deliveries to municipalities.

Power was brought into Hamilton over Hydro lines at first from the Dundas station of the Niagara-Toronto high tension line. It was awkward to carry power from the west through the city for delivery to the north eastern section where the steel mills and manufacturing plants which are the largest users of industrial power were centered. The Toronto Power Co. had a high-tension transmission line from Niagara cutting corners across the Burlington beach to the east of Hamilton, on its way to Toronto. This line was purchased by the Hydro-Electric Power Commission of Ontario. A high tension station supplied by it was set up outside Hamilton's northeastern city limits to serve Hamilton's largest industries with electric power from that eastern source.

When the Hydro acquired the D.P. & T. Co., in 1931, it purchased the company's right of way for high voltage lines to enter the city, and erected a second high-tension station, this time within the city's limits. Hamilton's power load continued to rise to the point where it is now proposed to erect still a second station within the city's limit, in the vicinity of the waterfront property of the Steel Co. of Canada, to supply new industries entering this manufacturing area on the harbor.

Service Expands

The Dominion Power & Transmission's 66 2/3 cycle stations taken over in 1932 were at Victoria Avenue North, Irondale (which handled the industrial load for the east end), Stirton Street (also in the east end), and Jackson Street, a power substation in the west end for street railway work.

The total number of substations for the power service throughout the city has been increased to such an extent that there are now sub-stations at Dundurn Street, which was the original main station; at Stroud's Lane, Aberdeen and Kenilworth, in the residential districts, and at Hughson, Ottawa, Spadina, Wentworth, and Burlington Street.

Hamilton has 38,779 domestic customers for electricity using a total of 69,044,266 kilowatt hours. A commercial lighting service to stores, boarding houses, buildings, etc., numbers 5,152 customers using 37,639,514 kilowatt hours. For the 1,250 industrial customers using electricity in Hamilton, no total kilowatt hour figure was released. These consumers are served by 545 miles of transmission and distribution wires, about 360 miles of them carried overhead. The Hamilton Hydro-Electric Commission employs 189 people, and has a fleet of twenty-four trucks in operation. For a cent it is possible to use within Hamilton a vacuum cleaner five hours, toaster, iron, or waffle iron, 1 1/4 hours; washing machine or refrigerator, 4 hours.

This is 25 cycle power received from three generating stations on the Niagara River; Queenston's, Ontario Power's and Toronto Power's. Ten thousand H.P. are also purchased from the Canadian-Niagara Power Co.

Additional power for Hamilton is also purchased at the Chat's Falls generating station of the Ontario Hydro Electric Commission on the Ottawa River. Other Ottawa Power entering Hamilton is purchased from the Ottawa Power Co., Gatineau Power Co., McLaren Quebec Power Co. Power is also purchased from Beauharnois.

The interim rate of cost to Hamilton for Ontario Hydro's power (to Oct. 21, 1938), based on a yearly lump sum collected in monthly payments fixed before the end of the fiscal year

was \$20.00. The Hamilton Hydro-Electric's share of the \$203,200,379 capital cost of the Niagara portion of Ontario Hydro's system on which interest and fixed charges are payable by Hamilton, was \$18,910,281. After correction for the power factor the average generated horsepower supplied in the year amounted to 101,780.

The cost to Hamilton of power purchased by the Ontario Hydro Commission, of which Hamilton receives and pays for its share, was \$595,592. Ontario Hydro's operation, maintenance, and administrative expenses charged to Hamilton as the city's share of Ontario Hydro's operating costs and fixed charges was \$301,707. Hamilton paid interest on that in 1938 amounting to \$875,515. The Hydro's charge to Hamilton's Hydro-Electric Commission for depreciation and obsolescence of the provincial electric system was \$124,551; of provision for contingencies, \$57,150.

Because the Hydro sells electrical power to municipal commissions at a rate fixed before the end of the Ontario Hydro's fiscal year, it may gain or lose money, depending on the rate fixed and the fluctuation of con-

ditions within the area. Hamilton's share of the Niagara system's loss on the \$20.00 fixed rate during 1938, which was slightly low, was \$5.

Hamilton's Share

The Ontario Hydro's amount charged to each municipality in respect of power supplied last year to Hamilton (ending Oct. 31, 1938) was \$2,140,354. Hamilton's share of the total amount received from, or billed against, each municipality by the Ontario Hydro Commission was \$2,035,606.

Hamilton's Hydro-Electric Commission completed a successful year in 1938, ending with a net surplus of \$68,446 on assets of \$12,362,063 against liabilities of \$3,371,905. The local Commission had on hand reserves for equity in the Hydro-Electric Power's stock of Ontario, \$4,052,095, and for depreciation, \$1,174,344. Total reserves were \$5,705,770. There was a total gross surplus of \$3,284,387. Total earnings were \$3,095,548 for domestic, commercial light, commercial power, municipal power, and street lighting services. Total operating costs were \$3,027,102.



Every Industry and every Home needs Westinghouse

Thirty-six years ago the Canadian Westinghouse Company was organized to manufacture electrical equipment of every description to utilize the hydro-electric resources of the country which at that time had been developed to the extent of 275,000 horse power. Today over 8,000,000 horse power of electrical energy are produced in Canada, of which over one-half is generated through machines of Westinghouse manufacture.

Westinghouse has thus played an important part in the development of electrical resources which have placed Canada in the forefront of nations. Canada's basic industries—mining, pulp and paper, and manufacturing, are very largely electrified; indeed, they owe their existence to the ready supply of electrical energy.

The factory buildings of the Canadian Westinghouse Company in Hamilton tell the story of growth and achievement from the time when, in 1896, the first Westinghouse Company was organized to manufacture air brakes for steam railways in Canada. Then the total employment roll was 100 persons. Now it has grown to upwards of 3,500.

In the ranks of their engineers are graduates from every engineering college in Canada, pooling their knowledge and experience to maintain the traditions handed them by the pioneers of the electrical art. As new processes are developed and higher limits placed on the performance of electrical equipment, so does the Canadian Westinghouse Company provide manufacturing and testing facilities to meet the challenge of advancement.

While greatness of achievement and of service have been the privilege of this Company, yet work is constantly going forward to extend electricity into new fields, to improve present methods and to invent and perfect new merchandise and apparatus for home and industry.

CANADIAN WESTINGHOUSE COMPANY, LIMITED

HAMILTON - ONTARIO

Sales, Engineering Offices and Repair Shops in Principal Cities.

EVERYTHING ELECTRICAL

MOTORS AND CONTROLS • GENERATORS • RECTIFIERS • TRANSFORMERS • LIGHTNING ARRESTERS • CIRCUIT BREAKERS • METAL CLAD SWITCHGEAR • NOFUZ SWITCHING EQUIPMENT • TRANSPORTATION EQUIPMENT • RANGES • REFRIGERATORS • RADIOS AND RADIOTRONS • WASHERS • WATER HEATERS • VACUUM CLEANERS • FANS • TABLE APPLIANCES • IRONS • AIR CONDITIONING • LAMPS AND LIGHTING EQUIPMENT • SWITCHES • MICARTA • INSULATORS • METERS AND INSTRUMENTS • RELAYS • WELDING EQUIPMENT

Westinghouse

IDEAL ACCOMMODATION

The Royal Connaught offers all that is best in accommodation, service and cuisine. A variety of interesting activities. 400 rooms with bath, from \$2.75.

DANCE ON THE NEW "CIRCUS ROOF"

Hamilton's coolest dance floor—The "roof with a view"—on the top of the Royal Connaught. Dancing nightly except Monday.



The ROYAL CONNAUGHT

HAMILTON • ONTARIO

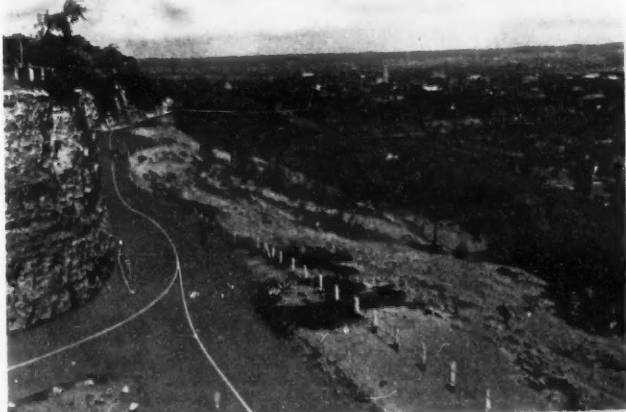
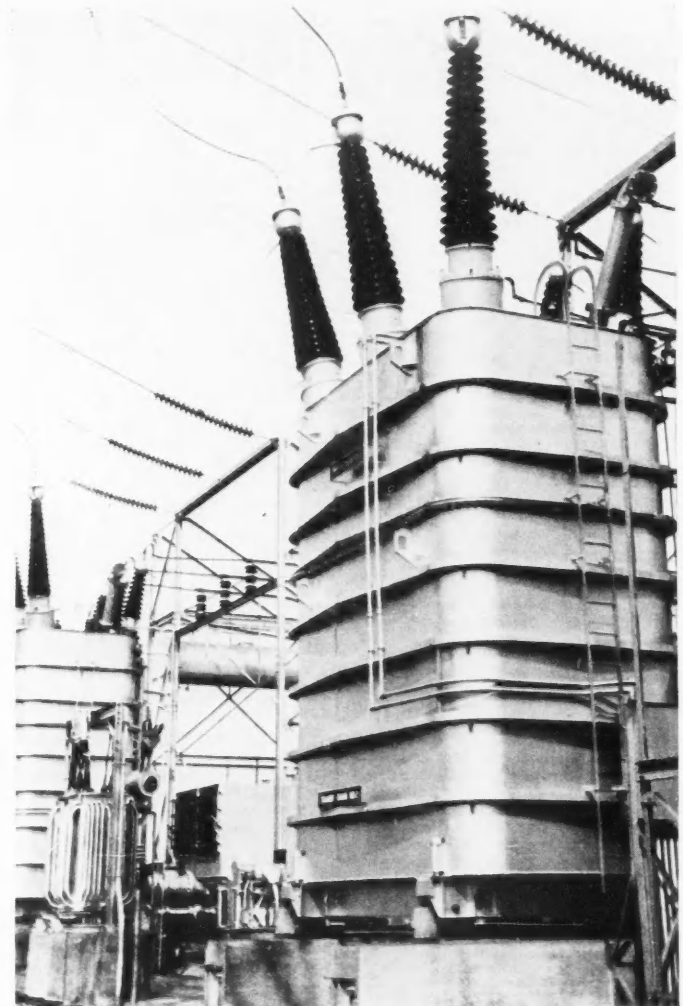
VERNON G. CARDY, President

H. A. MacLENNAN, Res. Mgr.

Main Plant and General Offices of the Canadian Westinghouse Company Limited where are carried on the manufacturing operations of the Air Brake and Electric Divisions.



The West Plant where are located the foundries as well as departments for lamp and tube manufacture and the enamelling departments for the Refrigerator, Washer and Range Divisions.



HAMILTON, the hub of Ontario highways, provides many fine drives for the casual pleasure motorist who is content with leisurely, scenic drives.

Hamilton's Finances Healthy, With Tax Rate Relatively Low

THERE have been only two great financial depressions in Hamilton since the city's nameless beginnings before 1813.

Following the cholera epidemic which scoured the early nucleus of the present city, Hamilton's Sir Allan MacNab heeded Dundas interests almost singlehanded in the battle for a railroad, and the town became a railroad centre building and servicing its own locomotives.

By 1857, boom fever and the embryo city's profligate spending to meet anticipated expansion had brought it new and greater size, and an uncertain future. For at that time, the Hamilton-Port Dover railroad, in which the citizens' money was invested, blew higher than Mars.

Hamilton had undertaken also the construction of an \$800,000 waterworks, when spending stalled.

Debts snowballed into an avalanche. For the next ten years the city's population showed a decline, whole blocks of empty houses stood about, and trade hibernated—or rather, vanished—until the commencement of the Civil War in the United States.

Throughout 1857 debt judgments went unmet. City hall furniture was sold at public auction. The city's safes, in which the assessment rolls were kept, were sold. When it was proposed to go through the rolls and levy a ruinous special tax on citizens to pay the judgments, the key of the safe concerned remained mysteriously absent until a special act of the Dominion parliament granted permission for a \$600,000 debt issue in England.

Again Expansion

From 1867 the city's history was again one of continuous expansion against minor setbacks until the depression of 1931-35. Hamilton had developed in the interval sufficient export trade to feel, as a manufacturing centre, the continental and world-wide recession of business. Then, growth during the Titanic Twenties had proceeded to the point where large extensions of city plant were necessary, and had been begun.

Capital expenditures in debt issue charges from 1931 to 1937 included money for an airport, for a collegiate and schools of commerce, for a \$10,000,000 water system and filtration plant under way in 1933, for highway entrances and bridges, a hospital, a municipal incinerator, for the dredging and laying of roads along the escarpment, for parks, railway stations, a reservoir, and the establishment of McMaster University, which had been transferred to the city in 1930 and was occupying new grounds.

The Welfare Department was faced at the same time with swelling relief rolls. Through 1933, 8,346 families were receiving assistance. By 1937 these had been reduced to 3,575, and are at present 3,117. Hamilton, an industrial rather than a financial centre, was hard hit.

The finance commission began in 1933 the system of tax prepayments operated in other cities, by which large manufacturing plants paid their taxes in January before the mill rate was struck, and received discounts. The prepaid sum that year was \$216,460. Six years afterward tax prepayments had risen to \$993,627.

Yet further debt issue charges of \$2,000,000 were made and issued during 1937 for grade separation on the Toronto, Hamilton & Buffalo railway, for the building of a Canadian National Railway station, of more bridge approaches to the city, of a high level bridge costing \$610,000, the laying of provincial highways, and other waterworks construction commenced 1934-36.

Balanced Budget

And for the third year in succession the city shows a balanced budget. In 1938 the same quarter-mill reduction in tax rate was effected as in 1936 and 1937. During the year a reduction in debt issue, capital, and bank debt of \$2,332,122 was effected, bringing the accumulated debt reductions of the past three years to \$6,454,167. There will be another reduction of debt in 1939 amounting to over \$2,000,000. This has been accomplished during the business recovery due to continuous retrenchment in capital expenditures, combined with economy and a pay-as-you-go policy of borrowing from banks to finance the material and wages for construction, and issuing on the completion of construction, debentures to cover the cost. With the proceeds of these debt issues, bank loans are paid off.

Net bank debt was reduced, 1935-37, from \$3,750,326 to \$487,539, and rose during 1938 to \$1,141,665, while total debt declined in the same years from \$33,222,735 to \$26,961,028 on a

gross revenue for 1938 of \$8,746,900 and expenditures of \$8,739,844, leaving a surplus of \$7,059.

Low-Cost Financing

On May 22nd, 1939, tenders were called for \$708,736 in 2% debentures of the year's total debt issue of \$2,522,322, and were sold at 1.98%. With no capital expenditures of any magnitude to be made during the year, the amount of debentures to be raised for purposes of local improvement amounts to principal and interests of \$298,922.

Hamilton's Total Debt, less Local Improvement "Owners' Share" as at Dec. 31st/1938	\$24,627,761.91
Less—Sinking Fund other than for Public Utility Debt	14,361.18
Waterworks Debentures	3,876,612.86
Hydro Electric Debentures	2,076,000.00
	5,966,974.04
Net Debt, less as at December 31st, 1938	\$18,660,787.87
For Capital Net Debt	\$129.18
Local Improvement Debt—Property Owners' Share only (Dec. 31/1938)	\$ 770,541.13
Sinking Funds as against Public Utility Debentures (Dec. 31/1938)	148,541.80
Value of Municipality's Capital Assets (Dec. 31/1938)	\$3,265,964.00

Not including debentures for construction relief, the percentage and per capita summary of analysis of estimated expenditures for 1939 adds to an estimated gross expenditure of \$183,148 less than the 1938 estimate, distributed as follows:

	Amount	%	Per Capita
Charity and Welfare	\$1,609,250	18.72	\$10.26
Debt charges and bank interest (excluding independent boards)	515,214	6.02	3.34
Education	2,317,909	26.53	14.92
General administration	276,244	3.21	1.78
Health and sanitation	1,030,003	11.98	6.63
Protection to persons and property	1,040,522	12.05	6.76
Recreation	187,112	2.18	1.21
Unclassified	130,233	1.51	0.84
Waterworks, works and street maintenance	1,490,642	17.33	9.69
	\$8,600,329	100%	\$55.39

Distribution of Charges

Distribution of the 1939 budget (debt issue charges, exclusive of the Hamilton Hydro System, will be:

	Amount	%	Per Capita
Board of Education	\$ 319,000	14.54	\$3.24
Parks, library & recreation	97,810	2.74	0.63
General	1,716,882	48.11	11.06
Welfare	786,120	22.03	5.96
Local Improvement (City's)	1,239,432	34.51	11.56
Local Improvement (Owners')	216,571	6.07	1.39
	\$3,569,295	100%	\$22.98

The capital and debt issue charges of the Hamilton Hydro Electric System has been reduced from \$2,568,857 in 1935 to \$2,076,000 last year.

Further estimated budget expenditures for debt issue principal, interest, and sinking fund for the years 1939 to 1963 inclusive total in successively reduced amounts some \$32,284,759.

Permanent officials in charge of the city's financial administration are E. R. C. Bower, C.P.A., finance commissioner; T. R. B. Robertson, assessment commissioner; and C. H. Watson, C.P.A., city auditor.

Assessment for taxation in the city during 1938 amounted to \$164,864,096. E. R. C. Bower, C.P.A., states in his budget report:

"Those services which are for the benefit of individuals and have no bearing on property (such services being public health, social services, education, etc.) represent 57.65% of the total taxpayers' expenditure, the balance being for the benefit of property though some are indirectly of benefit to persons, such as fire and police protection.

"In order to effectively improve the municipal taxation situation the relief of real estate should come by levying more taxes on persons by the Federal government as in the form of an employment tax. Through this method alone can taxes become closely related both to the earnings of the nation and of the individual."

With this view Hamilton, along with other municipalities, is anticipating a taxation report from the Rowell Commission to the Dominion government that will contain recommendations which will bring about a balanced relationship between the financial powers, obligations, and the functions of each governing body and be conducive to a more efficient, independent and economical discharge of governmental responsibilities in Canada.

Municipal Organization

Municipal government within the city rests in the electorate, divided into eight wards electing two aldermen apiece, a board of four councillors, of which the mayor is chairman, and the mayor's office, held for 1939 by William Morrison, K.C.

This Hamilton City Council controls the Parks Board, Library Board, Board of Health, Playgrounds Committee, Cemetery Board, and votes on the municipal decisions of the Board of Control.

Mayor William Morrison, and Controllers Samuel Lawrence, Nora Frances Henderson, Beamer W. Hopkins, K.C., and Freeman F. Treleaven,

K.C., operate as the Board of Control through permanent officials the separate departments of Assessment, Auditor, City Clerk, Finance, Purchase, City Solicitor, and Tax Collection.

They operate as well through permanent officials the Hospital Board, Welfare Board, and the Property Committee (which looks after the Home for the Aged, Markets, Weigh Scales, Licenses, and City Hall), the Works Committee supervising through the City Engineer, waterworks, sewers, roads, walks, and garbage, and

the Fire & Jail Committee (governing body of the Fire Department, Police Department, and Jail).

To complete Hamilton's financial picture it is necessary to paint in the

national background. Canada has three levels of government—national, provincial, and municipal. In four provinces the municipal level has two

	Amount	%	Per Capita
Board of Education	\$ 319,000	14.54	\$3.24
Parks, library & recreation	97,810	2.74	0.63
General	1,716,882	48.11	11.06
Welfare	786,120	22.03	5.96
Local Improvement (City's)	1,239,432	34.51	11.56
Local Improvement (Owners')	216,571	6.07	1.39
	\$3,569,295	100%	\$22.98

sub-levels, the county and the local municipality. Thus Canada has one national government and parliament, nine provincial governments and legislatures, 3,981 municipalities, and 23,278 local school authorities—a total of 27,269 public bodies that have the right to determine public expenditures which are reflected in taxation. Per capita net public expenditure has risen from \$17.76 in 1904 through war and depression to \$91.80 in 1930 and over \$97.93 at the present time.

Canada's population between the same dates increased less than twice. Municipal expenditures increased seven times from 1904-22 and two-and-a-half times more up to 1930. Canada entered the billion dollar class in expenditures in 1934, on a national income risen to three and a third billions. That year 25c of every dollar went to public general current expenditures, and though the national income is on the up-grade, the portion absorbed by public expenditures is probably almost double what it was in 1928.

Why the increase? Possibly because the depression accentuated long established tendencies, which themselves acted to aggravate the depression.

Debt Charges Rise

Growth in debt charges occurred. Less than a quarter of total current public expenditure in 1904, they had increased by 1935 to almost 32%.

Highway expenditure increased during those three years from \$1,300,000 to \$22,000,000.

Welfare and relief expenditures increased from 4.27% of a total current net expenditure for 1904 of \$103,501,909 to 19% of the same figure—which had mounted by 1935 to \$1,070,969,241, with welfare charges amounting to \$206,951,687. Some cities actually succeeded in reducing their net debt, yet owing to recent funding by short term debentures of such current expenditures as unemployment relief still are faced with growing debt charges.

Educational expenditures rose per capita from \$2.37 to \$10.87.

The Canada Year Book, 1937, page 872 places the amount of public debt held outside Canada at \$1,696,967,000 on January 1st, 1935. This is about a quarter of the gross public debt of Canada including guaranteed and indirect debt. However, part of the debt held in Canada is payable in Canada, New York or London at the holder's option. The holders are in a position to reap any advantage which might offer if and when Canadian funds are at a discount in either New York or London markets. Based on a recent compilation, about 57% of the total governmental funded debt direct and guaranteed is now payable in Canada only.

When it is considered that not only the proportion of the amount held outside the country but also the proportion payable other than in Canada is decreasing, the condition would appear to be a healthy one. It is important that Canada should be so operated that outside capital should wish to come to Canada for investment, and that Canadians themselves should be willing to invest in the country's future.

The per capita debt in Dominion debentures less sinking funds guaranteed and floating increased almost eleven times from 1904 to 1922, and decreased steadily between 1922 and 1929. Between the 1921 and 1931 depressions the Dominion established a reserve of credit by reducing the per capita debt, which reserve played a cushioning part in the recent seven year depression.

Debt of the provinces, however, did not even halt but doubled during this period.

Municipal per capita net debt issue debt increased from \$101 in 1921 to \$116 by 1935. Municipal debt in Canada was not only better controlled, but

was more susceptible to control, due to provincial supervision and its close connection with the control exercised over direct municipal operation by the taxpayers.

Comparison Favorable

Hamilton's population is 155,276, Canada's fifth largest after Montreal's 897,000, Toronto's 648,309, Vancouver's 259,987, and Winnipeg's 225,000. Yet its total tax collections at \$6,437,825 are fourth on more than \$200,000,000 of invested Canadian, British and American capital contained within the city's 15.5 square miles. Its per capita taxable assessment in 1937 was \$1,066 compared with Montreal's \$1,025, (today it is \$1,062) and its net total per capita debt was \$181 against Montreal's \$303 and Toronto's \$216.

The city spends \$5.48 on general government (1937) to Vancouver's \$2.10, \$16.10 on education to Montreal's \$9.87, \$5.36 on protection of property to Toronto's \$8.74, and \$4.14 on highways and bridges to Montreal's \$2.52. For charities and correction, which includes direct relief expenditures, it spends \$7.62 to Toronto's \$7.97 and the \$8-\$10 per capita figures of cities in the Prairie Provinces. For health and sanitation Hamilton pays out \$5.34 to Montreal's \$3.04, and for recreation \$1.23 in comparison with Toronto's \$2.53 and Montreal's \$6c. Its gross total expenditure for 1937 at \$49.81 contrasted favorably with Montreal's \$54.36 and Toronto's \$60.16. This Hamilton figure is below the average per capita expenditure of \$51.98 compiled for sixteen Canadian cities containing 27% of the country's total population.

Cost of Relief

Hamilton's share of direct relief during 1938 amounted in net cost, including administration to \$192,147, made up as follows:

Total cost of direct relief and administration	\$149,553.
Less cash received from government, etc.	949,391.
	543,161.
Less amount to be funded in 1939	351,014.
	192,149.

The Manufacturing of Fasteners

THE United-Carr Fastener Company of Canada, Ltd., entered Hamilton in 1920 as the wholly-owned Canadian subsidiary of the United-Carr Fastener Corporation of Cambridge, Massachusetts.

With the original intention of protecting certain of its patents and of developing, if possible, an entirely new manufacturing industry in the city which would have a national market throughout the Dominion, the company erected a plant on Gage Avenue North to work steel and brass.

By creating markets where previously no market existed, United-Carr Fastener has enlarged to the point where the company employs full time one hundred and fifty-one men and girls in the mass production of many kinds of fasteners for automobile bodies, overshoes, gloves, purses, handbags, the clothing industry, and so on.

It was distributing at the beginning of its career snap fasteners and various other types of fasteners, of which the most familiar was that used on Henry Ford's Model T touring car, for the attachment of side curtains. About a fifth of the area of the plant constructed was occupied by the original machinery at the commencement of production. Five of the eleven employees were Hamiltonians.

Changes in Industry

In the meantime tremendous changes were taking place in the industry. For one thing, the closed car was coming to be by far the dominant model of automobile body. Fasteners necessarily vanished from the outside of these early cars to reappear unseen in much greater numbers, with many more uses, in car interiors. At the present time on all makes of cars there are more than five hundred types of fasteners manufactured for mounting panels, body moldings, upholstery, for lacing automobile hoods, etc.

During 1928 the United-Carr factory employed sixty-five people. Nowadays it fills that first factory, additional shipping and storage space of 6,000 square feet built in 1936, and is completing a new factory building which will extend plant area in 1939 by 12,500 square feet.

This expansion was made necessary by the consolidation of the early markets, and the creation of still more demand by a sales staff of six men and, since 1930, sales branches in three main Canadian cities under the direction of men who have been with the company for a long period of years. An office is maintained at Toronto, with S. B. Cleverley in charge. The Montreal branch is under the supervision of W. H. Damer. At Winnipeg the third office is directed by J. R. Johnston.

New Lines Added

After 1925 when the snap fastener market broadened to include fasteners for products other than those of the automobile industry, business increased for the United-Carr company and reached a peak of sales in 1928.

Then, in line with general business conditions, sales declined twenty per cent. to the end of 1931. The company was faced not only with the puzzle of creating markets, but with the problem of introducing new lines to maintain or raise business volume.

Equipment had been installed at that time for the production of electric light socket cases. Production volume increased once more as sales

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Investment Securities

PIGOTT BUILDING HAMILTON

VICTORIA VANCOUVER TORONTO SAINT JOHN

The tax roll for the year was \$6,437,825, while actual cash collections for current taxes and arrears amounted to \$6,773,781, or 85% of the total roll.

Expenditure totalled \$8,739,841, made up of controllable expenditure \$3,136,404, uncontrollable expenditure \$3,074,135, and independent boards \$2,529,302.

Debt issue redeemed during the year amounted to \$2,746,981 while interest coupons paid were \$1,271,845.

At December 31, 1938, sinking fund by-laws outstanding amounted to \$302,440, maturing in 1940, '41, and '47. The total consolidated debt of the city showed a reduction during the year of \$2,139,662, and stood at \$26,961,028. Assessable property values had increased during the year by \$698,576 to \$164,864,096.

The Board of Education ended its year with a consolidated revenue surplus, as did the Public Library, and Hamilton Waterworks, Parks Board, and Hamilton Hydro Electric Power Commission. The Cemetery Board showed an accumulated operating deficit.

Balance-Sheet Surplus

Hamilton has had nine budget surpluses to ten budget overdrafts in the nineteen years from 1920 to 1938 inclusive. During 1938 the city had capital assets, cash on hand, accounts receivable, investments, outstanding water rates, and miscellaneous assets to the total of \$63,276,612. When capital liabilities of debt issue debt, etc., plus the current liabilities for bank overdrafts, accounts payable, the various reserves, and the operating surplus of \$736,324 were deducted, a capital surplus of \$25,413,804 remained.

Since 1929 the tax rate has been relatively low, and stable when depression is taken into account, varying from 33.5 mills to 38.75 mills after successive reductions in '36 and '37. Assessments have also remained stable, growing throughout the decade from one hundred and fifty eight million dollars to one hundred and sixty five million dollars, approximately, as new businesses found the city's financial administration sound and conditions for production attractive.



UNITED-CARR FASTENER COMPANY, LIMITED, adds to the industrial wealth of Hamilton, makes a complete line of fasteners for clothing, for automobiles, motor boat and airplane curtains, as well as radio tube pins, clips, sockets, etc.

rose in 1932 to the level of '30. Early in 1933 manufacturing was again diversified to include small metal parts and bakelite tube sockets for radio, as well as a range of mounting strips and soldering lugs. A three-way combination Dudley padlock, made entirely in Canada, was introduced for the doors of lockers in schools and golf clubs. Sales for the year equaled those of 1928.

Slide fasteners, or zippers, were added to production in 1934 when sales rose through the complete range of the company's products forty per cent. over those of '33. Succeeding increases for '35, '36, and '37 were fifteen, seventeen and thirty-four per cent. respectively. During that last year and 1938 the sales of a single month amounted to more than those for the company's entire sales during the first year in Hamilton. Present sales are very close to the 1937 level.

The fastener industry is a highly competitive one where markets are created by the ability of the sales staff in the field, and the personnel of production at the factory must

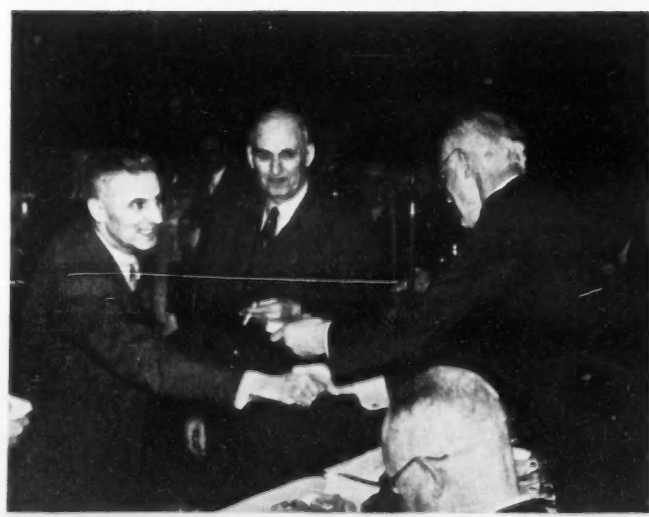
be carefully chosen. Incentive plans have been set up throughout the organization to increase sales and production. In the factory such incentive plans are set up by the management in co-operation with the factory council made up of the superintendent, works manager, the head of the raw materials department, and the head of the slide fastener production department.

Employee Efficiency

To these plans have been added, for the production staff, continuity of employment, group insurance, a sick benefit fund, and a policy of apprentice training and promotion from the ranks. The men who began with the factory in 1920, for instance, are now valuable die and tool makers who were once apprentices. Employees are trained first to become specialists in a single line, then to extend their training to other lines so that a relatively small staff with a high degree of versatility is maintained throughout the plant. By this means Canadian workmen in actual tests on identical machinery have become 2½ times faster in production than English, are faster than German, Austrian, French, or Swiss, and compare favorably with those of the United States.

The company believes that such incentive plans, if properly regulated and controlled by a combination of the management and the factory council, really bring the employees into the organization, aid them to increase their earning power while lowering production costs without lowering wages or employment, and establish the neighborly yet individually competitive production which culminates in smooth, high-speed operation throughout the entire factory over long periods of time. The above sales record has been accompanied by a forty-seven hour week for male and forty-five hour week for female employees, maintained with little short time. Canadian costs have been brought close to those of production in other countries, and standards of personnel have been improved with no extensive changes beyond the appointment of H. S. Beddoe, sales manager in 1928, to the position of vice-president and managing director, and the appointment in 1935 of W. B. Seymour from Cambridge, Massachusetts, as assistant general manager.

Added to the United-Carr Fastener Company's lines in the present year have been the production of mattress handles, leather buttons, a plastic slide fastener and Gripper buttons for men's shorts.



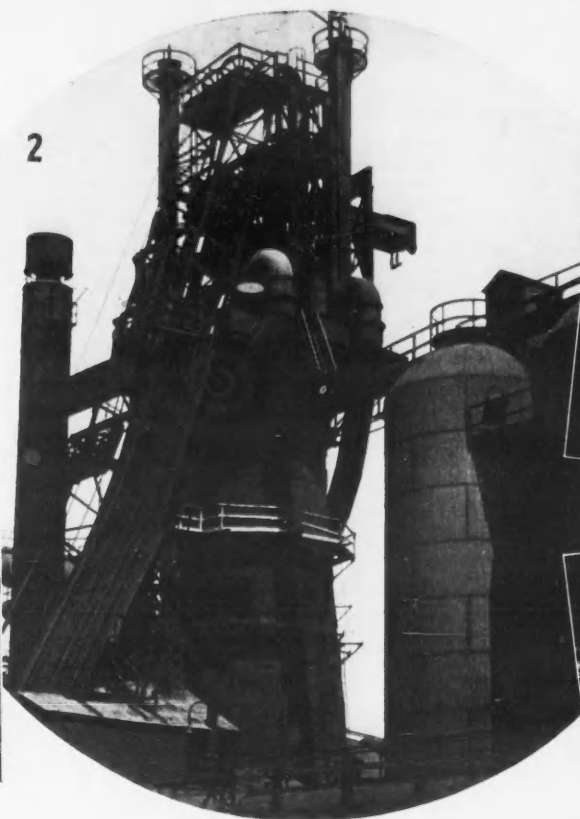
R. H. McMASTER, president of The Steel Company of Canada, Limited, presents a watch to an employee who has served 25 years with the company.

(1) Steamer "Lemoyne", largest bulk freighter on the Great Lakes, discharging a cargo of over 16,000 tons at the unloading dock at Hamilton Works.

(2) Blast Furnace from the charging side.

(3) General view of one of the batteries of coke ovens.

(4) No. 2 open hearth charging floor.



IRON AND STEEL and THE STEEL COMPANY OF CANADA, LIMITED

**A Great Industry Operating for the Consumer, the Worker, the Investor,
and for the Security and Progress of the Nation — The Need is for
Further Development to Reduce our Dependence on Outside Sources**

IN THESE days of concern for the very survival and security of the nation, emphasis is laid, perhaps more than ever before, on the provision of those things which are essential to its existence and defense.

Canada is fortunate in the possession of natural resources which have been developed to such a degree as to ensure not merely an adequate supply of foods and most other raw materials, but also surpluses which are exported to pay for the few which are not available in this country.

But we are far past the time when goods could be produced in a primitive way. It is an industrial age, demanding fast moving vehicles and smooth working machines. We have found that, under the right conditions, cows can be milked, and potatoes can be planted and harvested, more economically by machine than by hand.

In the competitive struggle for survival, therefore, we cannot afford to be backward. An industrial development, to provide our structures and our machines, must go hand in hand with the primary economy.

Iron and steel represents the very heart of industrial life, providing, from iron ore, coke and other ingredients, the pig iron which in turn is converted into varied grades of iron and steel and into thousands of different forms for practical use.

From the time The Steel Company of Canada, Limited, was formed in 1910, to co-ordinate the operations of several scattered plants, it has sought to keep its national usefulness as an important goal, and at the same time to deal fairly with its customers, its employees and its shareholders.

Through twenty-nine years of life it has carried out constant improvement and expansion, so that in this time of crisis, when we must look to our swords as well as our plowshares, it can be relied upon to serve the nation better than ever before.

The development of the company illustrates how a just recognition of the rights of all parties works out to their common advantage.

For the Consumer . . .

The advance in efficiency of production is demonstrated by the simple fact that, though wage rates have doubled, though average commodity prices are up about 15 per cent, and though taxation has imposed a heavy burden on the cost of production, basic forms of iron and steel are now produced and sold at prices very little different from those of 1910.

This has been possible only through management which conserved a part of earnings for plant improvement, and which at the same time held to stable and moderate selling prices so as to encourage a maximum of consumption and activity on the part of its customers.

The hundreds of products of The Steel Company of Canada range from iron and steel in forms suitable for use by foundries, machine shops and similar enterprises, to a varied list of articles finished by the company itself. They are grouped under the following catalogue headings: pig iron and rolled steel products, including sheets and a wide range of merchant bar sections; carriage hardware and horse shoers' supplies; wire products; pipe

and plumbers' supplies; screws and bright goods; pole line hardware; tacks; bolts and nuts, washers, rivets. Coke, putty, lead products, benzol and many other things are also produced in connection with its operations.

Steelco products are distributed through sales offices located in Halifax, Saint John, Montreal, Toronto, Hamilton, Winnipeg and Vancouver, and through representatives in the United Kingdom, Australia, New Zealand, South Africa, Newfoundland, Bahamas, Jamaica, Barbados, Trinidad and British Guiana.

In household utensils, builders' hardware, farm implements, machinery, motor cars, railway equipment—in fact in almost any product of metal—you are likely to find parts made by Steel Company of Canada, or materials which have come from its furnaces and rolling mills. Its range of products is wider than that of any other steel company in North America, and perhaps even in the world. And throughout production the aim is always to furnish good quality at reasonable prices.

For the Worker . . .

The welfare of employees, who now number more than 6,000, has had the constant attention of The Steel Company of Canada. Besides maintaining good wages and working conditions, and unusual stability of employment, it has provided pensions, vacations, first aid and medical service, and recreational facilities.

Pensions are provided, at the company's expense, to those who have spent twenty-five or more years in its service and who retire at the age of 65 or older. 134 ex-workers are today enjoying pensions from the company. Total payments under the pension plan had, by the end of 1938, amounted to \$580,608.

Remaining in the company's service are over 600 employees who have been with it for twenty-five years or more, and who own gold watches presented to them by the company as testimonials for this length of service.

Vacations with pay are accorded to those with ten years or more of service; a majority of the company's employees now enjoy this privilege.

A sickness benefit plan covers free medical service, hospitalization, consultation of specialists, and group life insurance. The company shares the expense with its employees, so that the cost to each worker is less than one dollar per month. Under this plan a total of \$803,642 had been distributed up to the end of 1938.

The company has aimed to keep in the forefront in safety work. It naturally provides its share of assessments for workmen's compensation, but prevention of accidents is recognized to be better still, and no effort or expense is spared to avoid them. The hazards which at one time were viewed as characteristic of the industry, have largely been eliminated, and the company has a

notably low record of accidents. First-aid treatment is provided for the few which do occur.

Through plant councils the men are given a direct representation in the settlement of mutual problems. A free exchange of ideas is provided between elected representatives of the employees and the management. Employee representatives are elected by secret ballot after a similar ballot for nominations. Every safeguard is adopted to make certain that the men may elect to the plant council any fellow employee they desire.

The company's payroll, which amounted to \$9,600,000 in 1937, is a very important factor in the business of many localities, and of the country as a whole. That was an exceptional year in the iron and steel industry. But the advantages of the company's financial strength and of its policy of stabilizing employment as far as possible, are shown by the fact that in 1938,—a much poorer year in the industry,—the payroll was down by only 12 per cent.

For the Investor . . .

Without adequate earnings and their wise disposition, the present strong position of the company would not have been possible. The company has always sought to fairly reward its shareholders for their investment, and at the same time to retain some portion of earnings for the purpose of maintaining and improving the property.

On its formation in 1910, the company borrowed \$6,850,000 on 30-year bonds, and it issued \$6,500,000 of preferred stock and \$11,500,000 of ordinary stock. Through careful management of the finances, a large part of the bonds has already been retired through sinking fund, and resources are ample for retiring the balance at maturity. Maintenance of good working capital has preserved the company from any financial difficulty, and further has helped to stabilize its operations and the employment of its workers, as on several occasions plant improvements were made when current operations were low.

There has been no addition to the company's share capitalization, though the preference shares, formerly of \$100 each, were divided into shares of \$25 par value, and each share of \$100 ordinary stock was replaced by four shares of no par value. Dividends have been regularly paid for many years.

The stock of the company is held by 2,635 preference and 6,349 ordinary shareholders, making a total of 8,984 with an average holding of 80 shares. Of these, 820 shareholders hold both preference and ordinary shares. Eighty-eight per cent hold 100 shares or less and 93 per cent are residents of Canada. The company is therefore distinctly Canadian in respect to ownership as well as other phases of its operation, and has provided a satisfactory medium of investment to many thousands of people.

The merits, from the employee's viewpoint, of adequate earnings and their sound management, are apparent from the fact that there has been provided, in special reserves accumulated to December 31, 1938, \$1,954,968 for employees' pensions and \$750,810 for employees' benefit fund, or a total of \$2,705,778 available

for future distribution, in addition to the substantial amounts that have already been paid out for such purposes.

For the Nation . . .

The progress of the company has been achieved in the face of conditions which in many respects have been unsatisfactory. Canada has actually lagged behind most other countries in iron and steel growth in recent times. Comparing 1938 with 1913, world production of steel is up 40 per cent, but the Canadian figures are up only ten per cent. The totalitarian states in particular have speeded up their output, until Germany now produces in a single month almost double what Canada produces in a whole year. The Australian tonnage grew from a small amount in 1913 to more than Canada's last year.

Canadian policy in recent years has tended to curtail tariff protection on products of the iron and steel industry while at the same time increasing the costs of establishing and operating its plants. Analysis of our consumption of iron and steel products reveals that we are still leaning on outside sources for about half of our total requirements, which might easily lead to a precarious situation in the event of a serious war.

A factor in preventing the fuller development of Canadian resources is the heavy burden of taxation, and its sharply rising trend. Taxes paid by The Steel Company of Canada have doubled in the last ten years. The aggregate amount paid to Dominion, provincial and municipal authorities in 1937 and 1938 was \$3,044,042.

High and rising taxes inevitably restrict the ability of The Steel Company of Canada, and all other companies, to furnish and maintain employment and thus sustain public purchasing power in the communities in which their plants are located, and throughout the country.

The tax burden on industry is thus a matter which concerns, very directly, the workers as well as the management, and indeed all the members of the community.

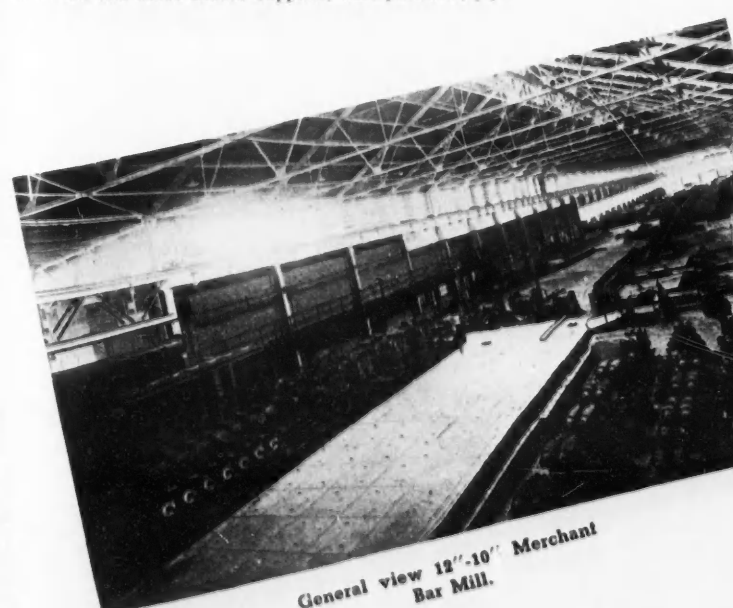
So long as the tax trend continues upward, apparently without any definite goal or limit, and certainly without due regard for the progress of the nation, it will be extremely difficult to plan industrial developments with any degree of certainty.

To maintain an adequate reward for investors is a basic factor in the world of private enterprise—yet many arguments are put forward with a view to artificially curtailing or even eliminating that reward. It is unfortunate that until the public and their representatives in Parliament can set a reasonable limit to onerous taxation and regulation, capital seems content to keep out of trouble and the economic progress of the nation is retarded.

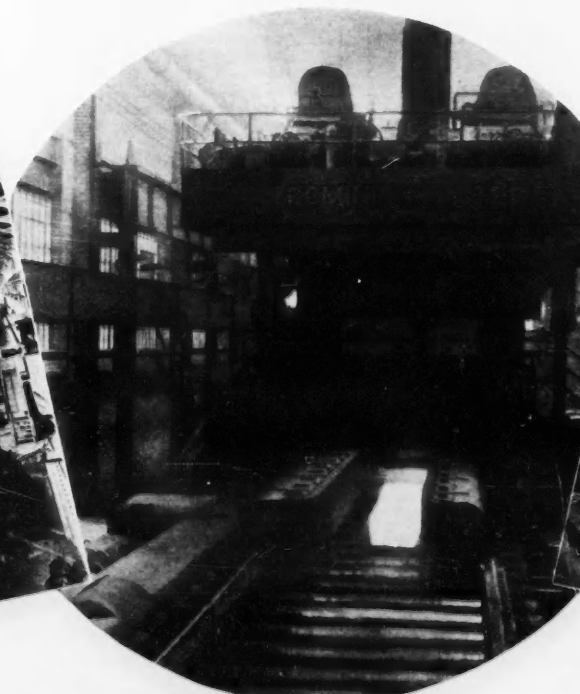
For some time the company has had under consideration the erection of a modern strip sheet mill at Hamilton. Such a step would mean a very important addition to Canadian facilities. However, the present unsettled world conditions and the tremendous capital outlay for a plant of this type may make it necessary to defer definite action for the time being.

The company has gone far towards freeing Canada from dependence on external sources, and is desirous of moving further in this direction just as soon as it can feel certain of such business conditions and such tax and tariff stability as will render the additional investment sound.

The program now under way for the development of Canada as a secondary and important source for munitions, airplanes, etc., for the defense of Great Britain and the Empire, makes it all the more urgent that Canadian facilities for the production of sheet steel and the various other parts which are so essential in such a program, be extended.



General view 12"-10" Merchant Bar Mill.



Rolling an ingot in the recently completed 44" Blooming Mill.



Each galvanized sheet is inspected as produced.

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UNITED SUBURBAN GAS CO. - Oakville

THE WENTWORTH GAS CO. LIMITED - Dundas



THE LISTER BLOCK

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Send enquiries to **THE LISTER ESTATE, 324 Lister Block, Hamilton, Ont.**

Fine Harbor Is Big Hamilton Asset

HAMILTON'S port occupies the largest natural land-locked harbor on the Great Lakes.

Triangular in shape, the harbor is separated from Lake Ontario by a sand strip about eight hundred feet in width and four miles in length, named Burlington Beach. The space enclosed is the submerged floor of Dundas Valley, on the southern shore of which the city stands, extending back to the sharp-rising escarpment behind it.

Dundas Valley lies at the western end of Lake Ontario, in the form of a rude triangle, having for its base the beach, spanning the mouth of Burlington Bay, and for its two sides the Niagara escarpment. The valley may be divided into three parts. First the lower portion, occupied by Burlington Bay, a deep body of water forming the harbor, bordered by a low sandy shore, much broken by inlets on the southern side, and by a shore rising almost precipitously to the plain above on the northern side. The bay is separated by Burlington Heights from the lower portion of the valley proper extending to the vicinity of the town of Dundas. North from Dundas the upper portion of the valley extends through a broken and hilly region to the end of the valley proper.

Largest Ships Use It

By means of a permanent channel through the strip of Beach the largest vessels plying the Great Lakes and the St. Lawrence River enter and pass the swing and bascule bridges which admit them to the harbor and the port. These bridges provide as well overland passage for rail and road facilities along the Beach.

About twenty square miles of harbor with a depth of sixteen to twenty-four feet are available. Through the two-way channel ply ocean and lake freighters carrying a total tonnage, for 1938, of 2,293,747 tons in 1,576 hulls.

Writing historically, the port began its existence when Monsieur Rene Robert Cavalier De LaSalle, a French explorer debarked at this head of the lake and established a winter settlement which was to become in two hundred and seventy years time the third industrial city in Canada. However, Hamilton was in the main path of trade along the St. Lawrence river to Detroit and the Upper Mississippi River which led the French southward to Louisiana, and prospered.

Since that time the harbor and its port have been tremendous assets to the development of Hamilton. In 1832, the government of Upper Canada granted certain sums of money for the original Burlington channel through the strip of sand locking the harbor-mouth. Before that, in 1826, the Desjardins Canal Company had been formed to construct the present Desjardins Canal to Dundas. Thus Hamilton and Dundas received their first impetus toward growth. Hamilton was incorporated as a city in 1846. From that time until 1912, the harbor's affairs were administered by the city council of the Corporation of the City of Hamilton.

Harbor Commission

A petition was presented to the Dominion Government in 1912 that a commission be formed to administer the port. Hamilton became a free port, charging no harbor dues, controlled by a board of three citizens known as the Harbor Commission.

Two members of the Harbor Commission are appointed by the Dominion Government, and the third by the municipality. This commission owns and operates three large storage warehouses with docking and railway facilities to distribute the cargoes of those steamship lines which do not maintain their own property.

During 1912 the construction of a revetment wall was also commenced at the foot of Catherine Street and extended east to Wellington Street 1500 feet, then south to Burlington Street, another 1000 feet; the acreage reclaimed is now Eastwood Park and the present location of the commissioners' Wellington Street warehouses and dockage.

A study of the port's development reveals that city expansion occurred in specific periods coinciding with improvement in shipping facilities, in the availability or cost of power or fuel.

Such periods are those of the early railroad development from 1853-1857; of later railroad building; of the first hydro-electric power, the first blast furnace, and the favorable political aspects from 1896-1907. From 1910-1913 building expansion, additional cheap Hydro power, corporation mergers, the establishment of the revetment wall, and national protectionist policies favored growth. War activity followed and the post-war expansion of 1916-1921 raised much of the manufacturing facilities now supporting the city.

More Enlargement

The most recent prosperity came in 1926-30, during the remarkable changes in harbor facilities were begun to coincide with the opening of the Welland Canal in 1932, including the enlargement of the channel entrance to the harbor. On account of this new development the Steel Company of Canada Ltd. and the Hamilton By-Product Coke Ovens Ltd. constructed their own docks for the accommodation of the largest freighters carrying cargoes of coal and ore. (In 1938, the *Donnacoma* of Canada Steamship Lines Ltd., brought in a cargo of iron ore for the Steel Co. of Canada amounting to 16,160 tons, the record cargo to that date. Two years before the *Lemoyne* of C.S.L. had carried 15,626 tons of ore.)

New Harbor Commissioners were appointed in 1936, and the present board is composed of Messrs. C. V. Lang K.C., E. H. Corman B. A. Sc., and A. G. Gaul.

Again to enlarge the port, the Department of Public Works of Canada, and the Harbor Commissioners commenced the construction in 1937 of a reclaimed area east of Wellington Street. The awarded contract specified the construction of 2,628 feet of wall composed of steel piling face, round timber bearing, piles and bents, reinforced concrete, relieving platforms and wall, bollards, fill, and anchorage system together with a sand fill adjacent the wall to a crest of seventy-five feet at a bench-mark elevation of 251 feet above sea level at New York.

Sand and gravel for this fill was procured about a thousand feet offshore south of the Burlington channel in the harbor itself, and the new area of 51.32 acres, with a dockage of 4428 feet, was completed two days before last Christmas. The work necessitated the extension of the storm sewer at the foot of Wellington Street about 200 feet, which was paid for by the City Corporation.

Cost Half Million

As well a contract was set for the filling of the portion of dock wall at present completed. By means of hydraulic dredges about 535,000 cubic yds. of fill were taken from an underwater area 2,200 x 1,100 feet, extending from the east side of the channel of the Canada Steamship Lines at the foot of Wentworth Street to the west side of the channel leading into the International Harvester Company, directly north of the latter company's binder-twine dock. This work allows a short cut, direct channel between the two companies at a depth of 25 feet.

Alterations to the harbor total very close to half a million dollars in cost.

New to the port facilities during this navigation season of 1939 is a passenger terminal at the foot of James Street, which has just been completed. When the Canada Steamship Lines built their new terminal at the foot of Wentworth Street, and ceased operating passenger boats in and out of Hamilton's harbor there was no accommodation for passenger vessels at the port except the Harbor Commissioners' freight warehouses at the foot of Catherine & Wellington Streets. This was considered dangerous to the passengers, particularly the women and children, for during the 1938 season there were 21 excursions on which 19,034 passengers were accommodated. From 1926-1938, the passengers carried increased to that number from 7,478. The west side of the James Street dock has been improved by the construction of a steel piling face, bollards, together with wallings, anchorage system, and a portion of the surface has been paved. The adjacent slip was dredged to a depth of 16 feet.

Yacht Repairs

Also prior to the year 1938, pleasure boat owners had no dockyard for the storage and repair of their craft. The boats were taken to Toronto, Oakville, or Port Dalhousie, and deprived the Hamilton trades of a great deal of work in painting and maintenance during the winter months.

The City Corporation, the Hamilton Parks Board and the Harbor Commissioners cooperated to construct in 1937 a marine railway and dockyard with accommodation for 75 boats, some of which might be stored inside, together with a workshop for the building of new boats or necessary repairs. This building has five boat wells for the accommodation of boats under cover during the summer. At



TYPICAL SCENE in Hamilton's harbor, one of the finest and most commodious on the Great Lakes.

present there are 54 boats in storage, and 12 additional boats were put into operation during 1938 due to its construction. The marine railway carries a dead weight of ninety tons. The dockyard supplies gas, oil, water, and aviation gasoline.

Construction of the marine dockyard encouraged the members of the Royal Hamilton Yacht Club to finance the building of a new club house. To erect a larger, more commodious building and increase their membership they leased a larger area at the foot of McNab Street immediately west of the marine dockyard. Again with the co-operation of the Harbor Commissioners, a new dock facing of timber sheet piling with the necessary tie rods, anchorage walls and back fill, was constructed. The new clubhouse was erected and opened on December 8th, 1938, with Amelia Jarvis of Toronto, the club's original Commodore, as guest speaker. Early in May, 1938, three moorings were placed in the harbor between Hughson and John Streets for seaplanes. During the season fifteen seaplanes landed at these moorings and a seaplane base was established. In collaboration with the Department of Transport at Ottawa the Commissioners are planning greater facilities for the accommodation of planes and expecting to expand this phase of port activities.

The port has a navigation season extending from April to the middle of December, and is policed by a patrol boat service supervised by Howard Sager. Harbor patrols are made twice daily, and a twenty-four hour service is maintained to the close of navigation. This service answered 46 calls for assistance in 1938, attended five drowning accidents, rescued ten persons and made 437 patrols. As well a patrol boat owned by the City of Hamilton patrols the Burlington Beach on both the Bay and Lake sides.

These three boats are equipped with radio and work in conjunction with the broadcasting supplied by the Hamilton Police Department. The Harbor Commissioners also operate the 12-passenger cruiser "Sea Hawk," available to city officials, the Chamber of Commerce, and parties inter-

ested in viewing the harbor and port.

The revenue to operate these services comes from a tariff of cargo rates applied to all vessels entering the harbor and assessed on all vessels on a net tonnage basis. A by-law had been passed in 1913, but never enforced. In 1938, a second by-law was put into effect for the first time. Patrol boat service, life saving equipment, aids to navigation, dock repairs, depreciation, management, and office expenses are thus assured and the progress of the port maintained.

Large Tonnage

During 1938 the inward commodity tonnage of this port was: Coal, 1,377,050 tons; iron ore, 427,825 tons; and gasoline, 196,715 tons. Fuel oil amounted to 54,997 tons, sugar to 20,940 phosphate rock 33,169, and 13,991, package freight 19,273 tons. New imports were ale and beer, frozen fish, glass, iron moulds, coal oil; vegetable, lubricating and coconut oils, crushed stone, sulphate of potash, and wines. The import of agricultural instruments dwindled, as did those of denatured alcohol, fertilizer, extracts, limestone, machinery, cod and seal oil, potash, and sisal.

New exports of Hamilton's port were also ale and beer, flour, sugar, tinplate, wire rods and wires. The largest exports were 79,866 tons of package freight, 17,192 tons of tar, 4,156 tons of coke, 4,118 tons of wire rods, and 10,748 tons of agricultural implements. Decreases in exports occurred in twine, steel rails and plates, scrap iron, pig iron, superphosphate, iron pots, gasoline, fertilizer.

The tonnage report of the Harbor Commissioners states:

"Our tonnage statement shows a decrease during 1938 of 454,083 tons from that handled during 1937, which was a record for this port, but an increase over 1936 of 33,962 tons. This was accounted for by a decrease in cargoes of iron ore amounting to 348,155 tons and other bulk raw materials, due to business conditions not only in Canada, but the United States of America. Other commodities held their own over the previous year."

Telephone Progress in Hamilton

THE proven efficiency of the specially designed telephone system installed in the 12-car royal train marks another triumph for Canadian enterprise in the field of voice communication. From Alexander Graham Bell's first conception of the telephone at Brantford, Ontario, in the summer of 1874 right down through the years Canada has been the scene of a considerable part of the research and development that has brought telephone service to its present state of perfection. It will be recalled that the first telephone switchboard in the British Empire was installed at Hamilton in the year 1878.

Many other "famous firsts" which marked the evolution of the telephone are credited to Hamilton including: the first telephone lease in the Dominion; the first telephone line in the world having more than two telephones; the first use of the telephone to advise subscribers of the correct time; the first medical doctor in Canada to have telephone service was Dr. Thomas White of Hamilton.

First in Hamilton

The first telephone lease in the Dominion was signed on October 18, 1877, for service actually provided in Hamilton, August 29, 1877. Officially this is known as the second lease as the first was retained for the Canadian government by Melville Bell, father of the telephone inventor.

Hugh C. Baker, who organized and practically owned the Hamilton Dis-

trict Telegraph Company, was the genius behind Hamilton's early telephone development. In fact, Mr. Baker was one of the mainstays in the organization of the Bell Telephone Company which today operates the largest of Canada's more than 3,000 telephone systems.

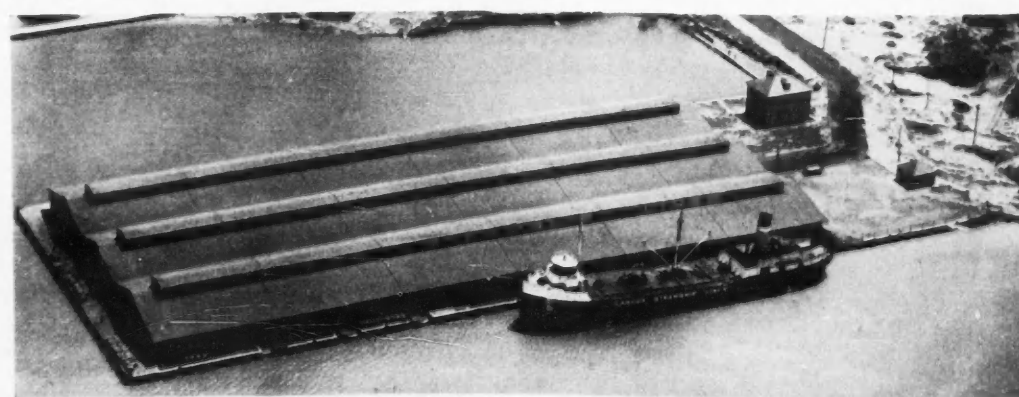
The first telephones in the Ambitious City were connected to one of the District Telegraph Company's circuits. There were four telephones on one line connecting the residences of Mr. Baker, Charles D. Cory, T. C. Mewburn, father of Hon. S. C. Mewburn and a Mrs. Thompson. This "four-party" line which was established on August 29, 1877, led to the opening of the first telephone exchange.

Following the success of the Hamilton Company, telephone systems began to pop up all over the country, mostly as adjuncts to the existing telegraph business. Great rivalry existed between the companies to the detriment of the subscribers. There was no attempt at co-operation. Mr. Baker conceived the idea of a separate telephone company for Canada independent of the telegraph business.

Bell Company Born

Early in 1880, Mr. Baker together with Charles Fleetford Sise of Boston who had secured the backing of the National Bell Company set themselves to the task of forming the independent company. Within a

(Continued on Page 31)



HAMILTON terminal of the Canada Steamship Lines is typical of the up-to-date docking facilities provided by the city.

Skilled Labor Plentiful in Hamilton

AS HAMILTON'S manufacturing de-termines much of the city's ap-pearance, its plants and factories mould also the character and work-manship of the city's men and women by training them in the service of mass production industry.

About half of Hamilton's industries occupy large premises and employ a large number of hands in the iron, steel, and textile mills and electrical factories. Beside these industries em-ploying mostly men, there are large cotton and knitting mills, manufac-tories of confectionery, clothing, cot-ton, thread and brushes, oils, soap, wire and iron goods, mineral water, paper and boxes, and boots and shoes, which employ women or chiefly women for inspection, packaging, press work, assembling, bookbinding, up-holstery, dyeing, etc.

The achievements of mills and men which make a city are inter-dependent. Much of manufacturing's success in production lies in the intangible so-briety and feeling of community re-sponsibility which pervades a city and is reflected in its conduct and stability in boom and stress. Much of the suc-cess of working men and women de-pends on the incentives of pay, con-tinued employment, and the working conditions which industry enforces to reward skills and to foster an im-proved standard of living which brings greater demand for the use of indus-try's products.

Labor is Skilled

More than 45% of Hamilton's em-ployed—the most of any major in-dustrial city in Canada—are engaged in manufacturing, have the mass skill necessary for modern pro-duction. Most are Canadian, of British stock, and with infusions of American and European blood due to Hamilton's proximity to the inter-national border, and to immigration.

Originally, the skilled machinists, die-and tool-makers who populated Hamilton's plants were the old Scot-tish perfectionists. But gradually these oatmeal-eaters gave way to age, trained their children, and sired the present crop of sandy-haired pattern makers and quick-fingered girls.

To date Hamilton employs 32,109 in industry. Of these, 26,609 are wage-earners and the remainder salaried employees. The former earn greater wages than in other large Canadian in-dustrial centres due to the city's hav-ing the largest number of skilled men and women.

Taking it to averages, Hamilton's salaried and wage-earners are em-ployed in all about fifty-nine to a company, which has \$361,105 in ca-pital and pays them \$66,164 a year—the highest figures of their kind in the Dominion. Hamilton employs a tenth of Ontario's men and women using 11% of the capital invested in the province, and pays them a tenth of the province's total wages to produce 8% of the gross value of Ontario's products. Cut these figures in half and you have the percentage of the Dominion's totals which Hamilton's manufacturing occupies.

Production Circle

From the war Hamilton's workers have seen the closing of capitalism's production circle. The Ontario gov-ernment opened, in April, 1918, a Hamilton employment office for the purpose of supplying women work-ers to local plants engaged in munition making. There were 1,551 jobs, 1,805 applications for them, and 804 of the applicants were placed, 381 of them in munitions.

Following the war, Hamilton's in-dustries diversified, became more numerous through rise and slump until each of the nine groups repre-sented in Canada's manufacturing in-dustries was located in the city—steel and iron, vegetable products, textiles, non-metallic minerals, non-ferrous metals, wood and paper products, animal products, chemical products, and miscellaneous industries.

For the last two years munitions production has again been under way in the city for the British govern-ment. Hamilton's first order for 50,000 shells has been completed, and a second type of shell is now in pro-duction.

Hamiltonians themselves are largely unaware of what they have been through or how they have conducted themselves.

That last year of the war, what men there were, were placed chiefly on the farms, where women and students were already working. Mechanics, building contractors' workers, con-structional engineers, and shipbuild-ing workers were employed. There was a shortage of labor in the men's department—1,350 applications to fill 4,269 positions. Practically all indus-tries, notably munitions, cotton manu-facturing, and farming, were short of hands. For the first time two leading plants opened their shops to women, who were employed to make agricultural machinery and worked

core threading machines, tapping, punch, and screw machines, cranes and planes. Girls were becoming clerks in drug and hardware stores, and elevator operators.

After the War

A year after armistice three-fifths of the 6,448 men wanting work were returned soldiers and the women were outnumbered three to one. There was demand for men in agri-culture, stock raising, railway con-struction, tailoring, weaving, and tex-tile operation. Through 1920, 6,782 men sought jobs and 6,505 were placed on building operations, on road con-struction, and in lumber camps.

A change came over the women's situation that summer. By May the boot, shoe, and clothing trades which had been glad to get any sort of help, were beginning to ask for ex-perienced workers only. In June Canadian Westinghouse opened its West Plant and four to five hun-dred women got employment. There were a hundred and two strikes in the Dominion that year, none of them in Hamilton.

Employment held up through 1921 and strikes dropped by half. Even with the 1921 depression there were 7,875 men and 6,758 women apply-ing for 12,251 vacancies. Sixty-one hundred men and fifty-three hun-dred of the women were placed.

Supply exceeded demand for men through 1923. Building mechanics were at a premium, but there were almost seventeen thousand men and women for the fifteen thousand vacancies. Fourteen thousand found work.

Wage rates were increased during 1925 and 1926. Sheet metal work-ers got from 50-90c an hour, and building laborers 35-45c, while the working week increased from fifty hours to fifty-five and sixty. Em-ployment conditions continued to im-prove. In 1927—1,400 more men and 1,700 more women went to work in the total of 12,500 vacancies. The shrinkage of opportunities was due to the fact that the large number of persons hired during the previous years were retaining their work through improved industrial condi-tions.

The Boom Period

Closer to memory, the year be-fore 1929 brought a shortage of 1,000-1,500 cooks-general, and again in-creased the number of positions as industrial conditions bettered. Practi-cally every Hamilton plant oper-ated to capacity, with several night shifts. Sixteen new industries came into the city in a body, the greatest influx since fifty American plants had located there during the three years after the war commenced. Many additions were added to existing plants.

Wages rose generally once more in 1929. Old age pensions were estab-lished. Positions increased in num-ber 40%, and the number of them filled, by 36%—but at that 21,700 workmen or their wives wanted the 14,200 existing opportunities for work. Farm wages doubled—a rare occur-rence. A shortage of skilled mechan-ics was experienced.

And toward the end of the year report of poor wheat crops in the west caused a fall in the employ-ment at one plant manufacturing binder twine. Six hundred of the eight hundred men employed were let out. In the women's field tex-tiles also began to fall off due to the weather.

Next year the number of jobs had decreased by half due to the diving curve of general trade. The city's industrial employment hit its low-est notch since 1921, and unemploy-ment relief projects were begun by the municipal authorities. The men suffered most, placements of women being but slightly reduced. Demand for workers in the manufacturing plants was nil.

Depression

By 1931 men had begun to thumb and hitch their ways through the agricultural districts of the Niagara Peninsula and Southern Ontario. The well of employment dried gradually up. Building permits through the province had fallen from ninety mil-lions of dollars to nineteen millions within twelve months. Hamilton was providing relief for a large number of its citizens.

Though in 1933 the general out-look was better, employment condi-tions were at their worst. Those on relief were receiving the necessities of life and some employment, but financial reserves and savings were depleted, personal credit had reached exhaustion, prolonged periods of idleness broke the health of many. Building permits fell to nine mil-lions of dollars. Oddly enough, new plants continued to locate in Ham-ilton, drawn by its office of industrial publicity and the fact of only nine strikes in the city despite four very

bad years while the Dominion in gen-eral totalled one hundred and ninety-nine.

Work came in 1934. Unemployment relief highway construction in the district and the improvement once more of logging and mining across Northern Ontario drew some of the transient labor. Building permits rose 25%. For the 7,000 of Hamilton's vacancies there were 18,000 applicants. One large firm increased its payroll \$70,000. Textiles took on men. Wo-men again began to be in demand for factory employment.

Manufacturing improved in iron, steel, automobiles, accessories, farm implements, radios, chemical products, soaps, in leather, rubber, sugar and tobacco. There was some work on highways and in the bush camps but few of Hamilton's men went north.

During 1936, 17,000 people com-peted for the 5,800 positions there were. In the following year all thir-teen divisions of Canada's industry showed gains, mining the most, log-ging next; highway contractors and farmers took men. This had its ef-fect on manufacturing and Hamil-ton's relief rolls began to drop.

Industries continued to locate in the city. From 1928 to 1938 more than sixty opened plants. So that, in spite of the present lack of movement in

employment due to the slackening of highway construction in the dis-trict and of capital expenditures in the city, Hamilton's families were four hundred fewer on relief in 1938 than the previous year.

Fewer Strikes

When it is considered that while those industries were entering pro-duction in Hamilton there were but 5 strikes in the city to more than 510 in the rest of Canada, an aspect of the city's courage is revealed. The added fact that Hamilton's fi-nances considerably improved during the same time, and that the city also undertook great additions and improvements to its port, appearance, and services to its citizens demon-strates that this spirit carries from the bottom to the top of the Hamil-ton structure.

What future production may be depends on the turn of events. The city which once operated on a war economy came out of its greatest depression of this century by win-ning new makers of macaroni, pickles, chewing gum, saws, metal pot clean-ers, yarns, cigars, ice cream, air-planes, paper milk bottles, perman-ent wave machines, and you-name-it—we've-got-it.



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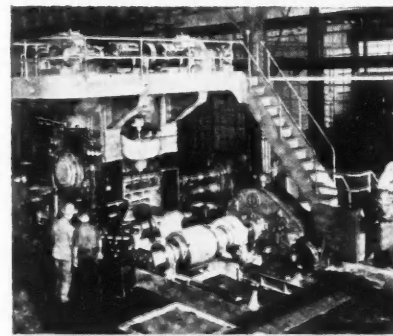
THE REGISTRAR
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FIFTIETH SESSION OPENS SEPTEMBER 27, 1939

HENRY HUDSON and the CREW OF THE "DISCOVERY"
prepare for winter quarters in desolate James Bay
1610-1611

Three great geographical landmarks carry the name of Henry Hudson, navigator and explorer . . . Hudson Bay, Hudson Strait, and Hudson River. Hudson pushed his explorations farther than any man had done up to that time, in the search for a passage to China. The rich fur industry, on which the Hudson's Bay Company was founded 60 years later, was a result of his labours.

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Canada's First Cold Strip Mill, 1935

Through this mill passes 30,000 tons a year of highest grade steel strip to make "DOFASCOLITE" Tin Plate. This pioneer Canadian development has created continuous employment for one thousand Canadians.



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HAMILTON - CANADA

"DOFASCO" STEEL PRODUCTS

STEEL PLATE

STEEL CASTINGS

"DOFASCOLITE" TIN PLATE

BLUE PLATE

TIN MILL BLACK



VIEW from Hamilton's big Canadian Bank of Commerce Building looking east along King Street over Gore Park.

MANUFACTURING INDUSTRIES OF HAMILTON

PRINCIPAL INDUSTRIAL GROUPS

Note—Rank indicates local ranking of group according to respective heading; percentage Dom. and percentage Ont. indicate Hamilton's percentage of Canada's and Ontario's totals.

GROUP	CAPITAL INVESTED				SALARIES & WAGES				GROSS VALUE OF PRODUCTS			
	\$	Rank	% Dom.	% Ont.	\$	Rank	% Dom.	% Ont.	\$	Rank	% Dom.	% Ont.
Steel & Iron	78,161,532	1	13.01	21.03	12,172,275	1	9.62	15.44	43,051,852	1	9.46	13.77
Vegetable Products	17,645,585	5	3.36	6.89	3,276,830	4	3.88	7.42	20,582,825	2	3.44	6.67
Textiles	20,892,662	3	6.60	14.85	5,253,543	2	5.52	12.16	18,882,401	3	5.15	12.34
Non-Metallic Mineral Products	21,050,832	2	7.44	16.37	2,191,495	6	8.30	15.30	14,054,832	4	7.90	17.16
Non-ferrous Metal Products	19,891,422	4	7.46	11.66	4,728,512	3	10.48	15.85	12,644,077	5	3.60	5.55
Wood & Paper Products	9,573,536	6	1.09	2.91	2,455,808	5	1.73	4.13	8,395,227	6	1.69	4.24
Animal Products	3,536,258	8	1.59	3.47	1,189,750	7	2.05	4.65	6,906,196	7	1.73	4.01
Chemical Products	4,632,115	7	3.13	6.59	776,344	8	3.07	5.68	5,159,746	8	4.06	7.09
Miscellaneous Products	1,135,588	9	3.97	5.37	243,465	9	2.37	4.09	991,076	9	2.62	4.31
Total*—All Industries	176,519,530		5.39	11.11	32,288,022		5.27	10.25	130,578,232		4.35	8.44

The above indicates a diversity in industry seldom found in one municipality. Each of the nine groups comprising Canada's manufacturing industries is represented. *—1936.

Hamilton's Industrial Climb

(Continued from Page 23)

located in Hamilton, Firestone Tire & Rubber Co., Procter & Gamble Co., added to the city's attractiveness for high class industrial labor by spreading employment insurance and profit-sharing among their employees.

The city dealt with the problem by keeping its people employed on a program of local improvements which would attract manufacturers with the facilities to increase its overseas and continental trade. Widespread changes were made in harbor facilities to coincide with the opening of the new Welland Canal, and the bay's canal entrance through Burlington beach was again widened. As well the harbor was dredged and a large coal dock added to facilities. Trade resumed, and Hamilton found that it had dealt with a period of economic depression and achieved an improved municipal plant. The premises emptied by the 1921 depression gradually filled. As the city, after 1929 prosperity, entered the greatest world depression of this century, it followed the same plan of using the highly-trained labor among its unemployed citizens to fabricate new, costly and complicated additions to its city plant. Through the last depression, the city, while putting in schools, waterworks, airport, bridges, municipal gardens and entrances, parks, and playgrounds, continued to attract more than sixty new industries from 1928-1938. Most recently, further extensive additions to harbor and port facilities were made during 1938.

Diversification

Within the manufacturing pattern mentioned above, manufacturing diversification has proceeded to the point where the city's skilled labor has drawn to it representative industries of each of Canada's largest manufacturing classifications. Acting as interlocking cushions to the fall of employment are, first in size, the steel and iron plants, then vegetable products, textiles, non-metallic minerals, non-ferrous metals, wood and paper products, animal products, chemical products, and miscellaneous industries totaling an invested capital of \$200,000,000 for a population of 155,267.

Hamilton is the leading Canadian producer of steel and rolled products, of pig iron and ferro alloys. At last reports in 1936, its gross value of steel products was two-fifths of the Dominion's and more than three-fifths of Ontario's. Steel is a key industry which has mushroomed to the point of representing 33% of the municipality's gross value of products made; 34% of its industrial employment; and 37% of the Hamilton salaries and wages paid.

Essential raw materials for the production of pig iron are iron ore, coking coal, limestone, and large amounts of fresh water. Canada's immense resources of low-grade iron ore cannot be profitably supplied to Hamilton's plants at its present distances from the city. Hence iron ore and coking coal are imported from the U.S. Fluxing materials such as limestone and dolomite are available on the outskirts of the city with water supplies sufficient for the 78 primary and secondary steel and iron plants in the city and the additional three large plants of the Steel Co. of Canada.

Market for Scrap

Hamilton solves the materials problem by being known as Canada's foremost market for scrap steel.

Each of these numerous smaller steel and iron plants is a potential producer of scrap steel and is of great value to the larger primary producers. As well each Hamilton producer of secondary steel and iron products has in general a location near a primary producer on a rail-

road spur or a through paved road sufficiently well placed to meet the raw materials demand. So much so that the larger part of fundamental raw materials reached Hamilton by rail, until 1931, when the port improvements, notably the Steel Company of Canada's ore and coal dock and flexible unloading bridges capable of unloading 650 tons an hour to a dock with a storage capacity and stocking space of 750,000 tons changed the whole plan of movement of raw materials. Much greater shipment of tonnage by water was made possible at much less per ton mile, resulting in increased efficiency and lower cost of production at mills.

A considerable portion of the semi-finished steel made locally is marketed locally by trucks going from factory to factory. Fifty per cent of the machines used in some of the factories and nearly all of them in others, are made by local people. With the exception of wholesale hardware firms there are few distributors, iron or steel brokers, or commission men in the city, sales being direct.

From 65-75% of the products of local steel manufacturers are marketed in central and southern Ontario, between Oshawa-Orillia-London. The cause of this is the concentration in southern Ontario of 3,431,683 inhabitants, or 90% of one-third of all the people in Canada. These concentrated, between 1881 and 1931, from 39% to 61% of the total number of urban dwellers in the province. Many manufacturers in nearby towns depend on Hamilton for the intermediate

Materially strengthening the solid industrial foundation of the city are the textile, chemical, and electrical industries.

Textiles, third basic industry, are of greater value to the municipality from the employment standpoint. There are 42 textile mills and factories in Hamilton. Large unit production characterizes these plants, for fourteen of them produce \$13,500,000 of the \$18,882,401 gross value of products made. Textile mills are dependent on female labor, and Hamilton has an ample supply of it, in large measure members of the families of steel workers. Textiles need sufficient supplies of filtered water pure enough for dyeing purposes; shipping facilities by rail, highway and water; cheap power; production within the city of the industry's necessary chemicals; and an area of high humidity.

Textile mills continue to find Hamilton a strategic point for production and are not located in the north-eastern end of the city as are the steel mills, but are scattered more widely. Canada's largest engineering and supply house for the industry is located in the city, and such mills as the Hamilton Cotton Co., Cosmo-Imperial Mills, and Porrits and Spenser Ltd., make hosiery, knitted goods, cotton yarn and cloth, men's and women's factory clothing, hats, caps, tents, sails, awnings, yarns, thread, rope, twine, bags, etc. J. R. Moodie Co., Chipman Holton Knitting Co., and Eaton Knitting Co., are all in the north industrial division. In the west and south divisions are the

EVERY TRANSPORTATION FACILITY

HAMILTON has every type of present-day transportation by rail, water, highway and air and is considered an important distributing point, having direct connections with the principal railways of Canada and the United States, i.e.—Canadian National Railways, Canadian Pacific Railway, Toronto, Hamilton & Buffalo Railway, New York Central System, Wabash Railroad, Lehigh Valley Railway, Pennsylvania Railroad, Michigan Central, etc.

These lines afford the city direct service for passenger, freight and express to all points of Canada, and give direct routing between United States centres at rates considerably below many other points in Ontario.

The connections of the Canadian National and Canadian Pacific Railways with the Temiskaming and Northern Ontario Railway give Hamilton manufacturers direct contact with the vast mining and lumbering territory of the Canadian north.

parts of their finished articles. Within a range of fifty miles are 29 other manufacturing cities each making over a million dollars worth of tools, boilers, engines, implements, and machines and employing sheet steel, cold drawn steel of various descriptions, all of which is shipped from Hamilton.

Cheap Transport

More than 88 of the 161 Canadian plants manufacturing machinery are within fifty miles of Hamilton (not including Toronto) 12 of them being within Hamilton itself. Rapid and cheap transportation to all Ontario points by rail and truck account for this concentration. As high as a third of the total outgoing traffic in steel and iron products goes by truck transport over the line system of Ontario highways.

Hamilton's primary or intermediate steel products do not get much market in Quebec or the Maritimes due to stringent competition from European and the American producers in this eastern market. The greatest market for International Harvester Co., Sawyer Massey Co., Canadian Drawn Steel Co., and other producers of farm machinery is found in the Canadian west. Due to the cheap power which has made Hamilton grow, the city is able to meet anywhere market competition from other parts of industrial Ontario, the United States, the Eastern Canada iron and steel area, Western Canada, and Great Britain and other European countries. A significant amount of steel and iron are marketed in foreign countries abroad in spite of distance, commercial agreements, favored-nation clauses, and this continental competition.

Main producer in the Hamilton vegetable products industry is the rubber goods factory of the Firestone Tire & Rubber Co., producing mainly automobile tires, rubber footwear, etc. Sixteen per cent of the local gross value of products, ten per cent of industrial employment, and ten per cent of Hamilton's wages and salaries come through this division of industries employing the city's skills in such varied undertakings as the production of flour and grit, ice cream cones, macaroni and spaghetti, liquors at a brewery and two wineries; of coffee, tea, spices, and the preparation of mineral waters, fruits, vegetables, biscuits, and confectioneries. There are sixty two bakeries and ten mineral water plants in the city.

Zimmerman plant, National Hosiery Mills, and Mercury Mills.

Hamilton's location near the border is an important asset in obtaining raw cotton. The average annual poundage of cotton imported into Canada, including lint, is nearly 119,241,119. Comparatively little raw wool is handled in the city though increasing amounts are imported directly from Australia or the United Kingdom. Competition throughout Ontario is stiff in textiles, for geographical features mentioned above make the west end of Lake Ontario a textiles centre.

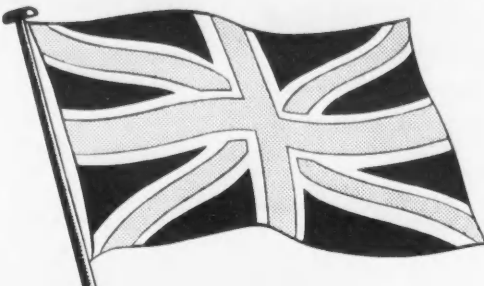
Chemical Products

Hamilton has many factories not all of which are included in the chemical products industry, yet are of interest from the chemical point of view. There are 22 large and small local chemical organizations or branches of American firms. The Grasselli Co. of Cleveland, Ohio, established its factory in Hamilton in 1911 due to the presence in the city of the steel mills, and the fact that waterworks were obtainable. Canadian industries and Hamilton chosen as the final site of their plant. Canadian Industries Ltd., bought the Grasselli Co., in 1928, and now own \$23,000,000 worth of property in the city. Acids and general chemicals are made, and fertilizers.

Hamilton's co-operation in the location of a factory site brought the Procter & Gamble Co., to the city.




FROST STEEL AND WIRE Company Limited, Hamilton—started over 40 years ago—in the town of Welland—in an old church building. This business was outgrown its original quarters—and eventually moved to its present quarters in Hamilton—now occupying 2 acres of property.—The company is now the largest producer of farm fence in the British Empire—and its lawn and ornamental iron and steel fences and gates can be seen in every community of Canada—protecting gardens, playgrounds, industrial plants, cemeteries and other types of properties that are better enclosed—in this decorative yet effective way.—Much of the snow fence now used so extensively along Canadian highways is a product of this Hamilton industry.



FACTS

for Business Men

THIS IS THE REMINGTON NOISELESS TYPEWRITER

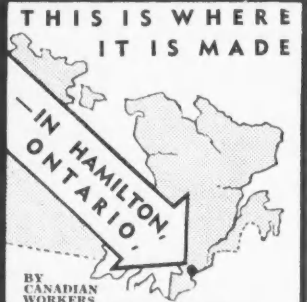


— COMPLETELY MANUFACTURED IN CANADA.

THIS IS WHAT IT IS
22 TIMES QUIETER BY MICROPHONE TEST.

A Remington Noiseless and an ordinary noisy machine were placed at the same distance from a microphone and the intensity of the noise from each measured. It was found that the Remington Noiseless was 22 times quieter than the ordinary machine.

THIS IS WHERE IT IS MADE



IN HAMILTON, ONTARIO

BY CANADIAN WORKERS WITH EMPIRE MATERIALS

THIS IS WHAT IT DOES —
Brings peace into your office—the blessed relief of silence after the nerve-racking clatter of the old-fashioned typewriter. AND SAVES 6 TIMES ITS COST. Only 2% of the cost of operating a typewriter is the cost of the typewriter itself. It has been proved that the Remington Noiseless increases production 12.5%—so your profit on each Remington Noiseless is six times its yearly cost.

89% SALARY INCREASE

REMINGTON

Model 10 NOISELESS

Remember—when you buy a Remington Noiseless typewriter you help Canada and Canadian workers! Try this machine in your office without obligation. Telephone your nearest Remington Rand office now.

REMINGTON RAND LIMITED

199 Bay Street, Toronto
8 Hughson Street South, Hamilton
407 McGill Street, Montreal

Elgin 6241
2-9086
Harbour 7107

distributing center for an area of about 20,000 square miles that enjoys the cheapest electric power of any equal area in North America. Every home in Ontario is a potential market for electrical supplies, utensils, appliances, and apparatus.

Non-Metallic Minerals

Fourth in the gross value of products and second in the amount of capital invested in Hamilton's industries is the non-metallic minerals industry comprising coke and gas products, glass, imported clay, domestic clay, petroleum, cement, and monumental and ornamental stone. Coke and coke gas are manufactured by the Hamilton By-Product Coke Ovens Ltd., for city distribution, and by the Steel Co. of Canada, which consumes its production in its manufacturing process. Natural gas competes with the city's manufactured gas in certain districts. Gas and coke combine, however, with water borne coal and oil to assure the city fuel. Hamilton is a marine dock for three major oil companies, and a major distribution center for three others. Asbestos products and earthen tableware, listed in this group, are other Hamilton products. The single plant in Canada producing tableware got its employees within three days of location in the city.

Almost every industry at some time or another uses in its processing, wood or paper, and this industry is important to the municipality and the province for the service it supplies, rather than the volume of its products. Boats, furniture, carriages, wagons, vehicles, coffins and caskets are built. Planing mills, sash and door factories, paper box and bag factories all call for versatility in the laborer to meet the high standards of incessant mass production. Paper goods, printing, and bookbinding, are among the largest trades in the industry. Lithography, engraving, stereotyping, and electrotyping are important sources of employment. Roofing paper, blue prints, barrels, wooden boxes, sporting goods such as skis, and woodware platters and novelties all come from the city's lathes.

Hamilton is situated in the Dominion's largest dairying and mixed farming area, with direct international transportation. Slaughtering, meat packing, the processing of leather and furs, and the production of butter and cheese, are all parts of the animal products industry absorbed by the local market. Hamilton's use of these agricultural products draws the loyalty and trade of the districts from which they come.

Varied Products

Brooms, brushes, mops, stumps, stencils, mattresses and springs, a light aircraft factory, the manufacture of scientific instruments, of professional equipment, and of electric signs to the value of almost a million dollars, are other lines of this city's many-stranded cable of commerce stretching to the markets across the seven seas.

Labor skill is maintained in Hamilton by a special Advisory Vocational Committee, collaborating with the city's Board of Education. The members of this committee are selected because of their particular interest in the city's industries. Three of them are employers of labor, and three are employees. This committee is in special charge of the work in the vocational and technical schools, with the view to correlating it in the service of the city's industries and providing employment for the students who take the training courses. Registrations at the Hamilton Technical Institutes and the High Schools of Commerce, and at the large vocational schools near the north division's mills and factories are encouraged.

Recreation

Many manufacturing organizations provide as well technical and recreational libraries for their employees, recreation grounds, and refectories. All factories are equipped with life-saving apparatus. Living conditions and cultural advantages in the city are good. Even through the depression sixty-five per cent of Hamilton's citizens owned their homes, walked the eighteen hundred acres of parks, and saw their children use the city's seventeen playgrounds. Hamilton's religious, social and health influences, and those of several independent labor, social, and service organizations, have been and continue to be an important factor in maintaining the industrial morale of the city's great number of skilled technicians. There was a time when the land on which Hamilton stands was the solitary possession of the lynx and moose, the air above it of the migrating Canada goose. Then came men and turned it to their purposes of profit. And so it spreads today, sown, mown, paved and ordered as a beehive, crowding the ends of its landlocked bay. And something of the city's aim and meaning is in the vibration which carries the sensation of a city at work, using and sharpening the skills which have made it what it is.

The Human Element at D.F.S.

WITH the progression of the years, the human element in industry has gradually come into its own, until having emerged from the status of a worker only, with a value of no more than the number of hours he or she might contribute, the workers have reached the point where they are privileged to share in many ways in the actual operation of the plant. The result is that employers today are finding increased loyalty among their employees, who show a keener interest in their work which is reflected in a higher standard of efficiency.

Then, in the matter of the individual, the employee of to-day is receiving much more consideration in regard to his personal life, as employers are becoming increasingly concerned over working conditions in the plants, the health of the worker, the physical benefits of sports and recreation, security from unemployment, enforced absence due to sickness and provision against retirement when old age overtakes him.

The D.F.S. Example

One good example of the recognition of the human element is found in the study of the relation between management and employee in the huge plant of Dominion Foundries and Steel Limited in Hamilton. The growth of this company since its inception over twenty-five years ago, when less than one hundred men were employed, until to-day, with a total of thirteen hundred and fifty, can be credited to a large extent to their recognition of the human element.

There are, of course, other factors in this development, as from a small foundry one of Canada's important steel industries has evolved, with the development of a wide variety of products known under the trade name of "Dofasco," such as steel castings for all purposes, weighing up to 100,000 pounds each, forged steel car axles for passenger and freight service, universal plate up to 42 inches wide, sheared plate up to 78 inches wide, non-skid floor plate, hot rolled strip, cold rolled strip, blue plate, and tin mill black; also manufactured and sold under the trade name of "Dofascolite" is a wide range of cold reduced tin plate for Canadian consumption.

With a finishing capacity of approximately 150,000 tons of steel annually, this plant may be considered one of the important basic steel pro-

ducers in Canada. Its product is recognized as the highest grade known to the trade, and with the exception of tin for the coating of tin plate, the product of the plant is 93 per cent Canadian.

Employee Enthusiasm

While various factors have combined in this development, it is the enthusiasm of the employees, gained through the complete recognition of the part they play in production, and of their personal welfare, that has given the impetus to the consistent and continual growth of the company. The well-being of the Dominion Foundries and Steel employees has been taken into consideration with each new construction development. Abundance of light makes work safer. Modern devices lessen manual labor. Showers and rest rooms with individual air-conditioned lockers enable them to clean up and change clothing after work, before they leave for home.

The health of the employees in this plant has always been a matter of first importance and periodical medical examinations as well as dental examinations are made. This establishes their fitness for the job they are on, and when necessary, adjustments are made to protect their health, by transferring them to some other type of work.

In addition to this, an efficient First Aid department is maintained to give immediate aid in case of accident, under the direction of qualified First Aid men and the plant physician. To amplify this, employees are trained to act in an emergency, First Aid classes being held to instruct them. Groups from every part of the plant now hold certificates to practise First Aid.

The Safety Factor

"Work Safely" is the slogan impressed upon every employee and a "safety" engineer and staff are on constant duty to insure that all safety rules are obeyed; this accident prevention factor has proved so successful that the plant has a record of operating for a period of one year during which not one employee who having been with the company five years had a lost time accident, and with each succeeding year the percentage of all accidents is being lowered appreciably. Accident Pre-

vention is paying big dividends in employee contentment, for gradually all are becoming safety-minded and give greater care to their own and their shopmates' safety.

Each department throughout the plant has its own safety committee composed of the employees themselves, one or more of whom are on duty at all times, constantly on the alert for signs of possible danger. They have the responsibility of reporting to a general committee at regular intervals, and may make suggestions as to changes in plant operation that will build for greater safety.

The welfare of the employee in a strictly personal sense is also part of the plan of recognizing the human element, which does not mean simply his welfare during working hours, but in his personal life outside of the plant. The "Personnel" man employed for this purpose has been with the company since its inception, and in his many capacities has gained an intimate and first-hand understanding of the various problems that enter a man's life. His advice is sought on many things aside from those of the man's job and he gives a sympathetic ear in regard to financial worries and home affairs.

D.F.S. Get-Togethers

The family spirit is fostered throughout the plant as employees' families are brought together in various ways, as at the Annual D.F.S. Picnic, which is attended by such large numbers that special trains are necessary for transportation. It is a gala day, when wives and children mingle and become better acquainted, when the men see their shopmates under different circumstances, and all get a picture of the part that the plant plays in the community, in providing a living for so many. The employees take upon themselves the management of the picnic, and enter into the spirit of fun with an abandon that comes only from a contented mind.

The D.F.S. Christmas Party is another major event among children of the employees and is perhaps one of the most elaborate and successful affairs of its kind. A large part of the Tin Mill Inspection Floor is cleared for the occasion and gaily decorated in keeping with the season. The employees take charge of the Christmas Party and about two hundred participate in providing amusement in the form of two shop bands, booths, side shows, circus clowns, a floor show, Santa Claus and his court of girls, all of whom thoroughly enjoy spreading the true Christmas spirit.

The party lasts almost all day, a constant stream of parents and children coming and going. Toys and other gifts are given the children and a gift for the mothers. The party is a splendid example of the friendly, contented spirit found throughout the D.F.S. plant.

Sports activities fostered among the employees include hockey, football, softball, men's and girls' basketball, golf and bowling, giving every employee the opportunity to take part in some form of physical relaxation in company with his fellows from the plant. The success of these activities is doubly assured because the management takes a genuine interest in all social contacts.

Music too, finds a place among the many interests of the employees, a brass band and a pipe band, both of outstanding merit, attend the many D.F.S. functions; particularly those of the plant overseas veterans. The "veterans" themselves form a link in the chain of human relations, keeping alive the comradeship and service of the years of struggle. Group dances also add to the employee get-together spirit, and held frequently during the winter season, carry over the summer activities throughout these months.

Monthly Magazine

News of the happenings of this big D.F.S. family is circulated among the employees by means of a monthly magazine called the "Dominion Foundries Illustrated News," a profusely illustrated periodical, containing photographs of plant operations and of the employees, their sports and social events, their children and everything else that might have a bearing upon their lives. This magazine serves a two-fold purpose, for in addition to recording items of interest in the personal part of the employees' lives, it also keeps them informed in regard to the happenings in the plant. It contains articles on such topics as "Who Controls the Amount We Earn," "The Co-operation of Capital and Labor," "The Cost of Putting a Man to Work," "Canada's Future in Steel," "Wholesome Play is a Good Investment," "The Second Generation in the Plant," "The D.F.S. Family Album."

This plant publication is distributed to every employee and there is a great demand for extra copies for the purpose of sending to relatives who live at distant points. Copies are mailed by the company to shareholders and also to customers, and the reaction from this has been that the shareholders appreciate their investment that much more because of knowing the human element in the plant more intimately, while customers frequently express themselves by stating how much they appreciate transacting business with a company that is so intensely interested in the employee. "The Dominion Foundries Illustrated News" is now in its third year of publication and has become an assured asset in the bringing about a better understanding between management and men.

Youth Training

One other factor in the recognition of the human element in the D.F.S. plant, is the vigorous youth movement instituted many years ago. There is a place for the young men in this growing steel organization and in almost every department they may be found holding responsible positions.



A TENSE but enjoyable moment is recorded by the camera at the annual Dominion Foundries and Steel picnic which is attended by such large numbers that special trains are necessary to provide adequate transportation.

The plant has drawn to itself a type of well-educated youth, sons of men who are long in D.F.S. service, and who, seeing the trend of progress in the steel industry, have educated their sons to keep pace with this demand. In some instances we find young men holding university degrees which will stand in their favor while striving to reach the height of their ambitions. The plant also maintains an apprenticeship-training system which enables young men to acquire the technical knowledge necessary in modern steel production.

This absorption of youth, however, has not been accomplished at the expense of the older employee, there being definite factors which safeguard the employee who has served the company for a number of years. One of these is that through the continuous expansion of the plant and

the branching out into new lines of production, more men are being added to the payroll each year.

Another reason is that through the operation of an Employees Savings and Profit-Sharing Plan, which includes group insurance, the older employees should eventually be able to retire in comfort, thus making way for their sons and other younger men who will be the steel workers of tomorrow.

Profit-Sharing Plan

The plan has been in operation over one year with excellent results and the management, though predicting a bright future for its employees, realizes that such a plan should be operated for at least two years before proper conclusions can be reached. We might pause a moment to grasp

the significance of this optimistic outlook. The world is facing a labor or unemployment problem which is perhaps the most distressing ever experienced. Many plans are being tried, with more or less success. This D.F.S. plan appears to be the logical solution. Youth is being absorbed and old age is being taken care of in a self-respecting manner.

A spirit of contentment permeates the D.F.S. plant. Even the casual visitor catches the feeling of it. Work is carried on happily, because of pride in a task well done. Confidence in the present and in the future is firmly built into the hearts of all. Contentment is ever present, and why should this not be, for partners in a prosperous enterprise have no reason or time to worry, and the employees of Dominion Foundries and Steel are Partners in every sense of the word.

Producing Protective Papers

THE block from sixty-two to seventy-eight Stirling Street, Hamilton, Ontario, won't mean anything to you unless you take it into your head to investigate the origin of those glorified wrappers in which the baker delivers your bread, or the source of those glassy bags in which the stores now dispense potato chips and the like. Such a quest would lead you to the above address, the headquarters of Appleford Paper Products Limited, producers of protective papers.

It all started in 1905 in the shape of a small job print business in Seaford, Ontario, when the proprietors, envisaging a market for sales checks, such as are now in common use for recording sales transactions, purchased a machine for manufacturing counter check books. The business prospered exceedingly and in 1907 was transferred to a one-story building at the present Hamilton address, where it continued to flourish under the name of The Appleford Check Book Company.

Activities Broaden

By 1913, however, Appleford's many and varied connections with the food industry resulted in a decision to broaden its services. Accordingly, butter wrappers, bread wrappers and other protective papers began to be added to the counter check book line. By 1927 the variety was so great it was decided to change the company's name to Appleford Paper Products Limited.

At this time a plant was opened in Montreal, and branch warehouses established in key cities across the country, a move designed for closer cooperation with the various trades which Appleford's serve. Subsequent results amply justified the expansion.

At first the waxed paper division was regarded as of quite secondary importance, never to measure up to the senior line of counter check books. However, growing in the fertile field of public demand for food protection, like the grain of mustard seed it has become a great tree with many branches. Check books, however, continue to be a major Appleford line, including the much-used single carbon type, which in a single operation records a transaction in duplicate or triplicate form—one of the many patented developments of the company.

Custom-made butter wrappers of tasteless, grease and odor-proof Canadian vegetable parchment, becomingly illustrated in Appleford's own art studio and printed with vivid-colored inks that will not run, smear or fade are supplied to creameries from coast to coast. Gaily-printed bread jackets have their beginning with the same artists—jackets made from white or brown papers, which after printing are heavily waxed. Through waxing, the desired degrees of translucency, sheen, and resistance to air and moisture are gained.

Since the wax melts under heat, modern bakers are enabled to heat-weld their wares within the wrappers before distribution, to remain for purchase in the identical condition in which they leave the bakery. Since the name of the creamery or bakery is invariably emblazoned on the wrappers, these become of inestimable value to the user as a means of brand identification, and advertising of the product and its producer.

Service to the baking industry includes a full line of paper pie plates,

noted for their ability to stand the ups and downs of pie plate life from the shop to the delivery truck and from the truck to the kitchen. Pies are fragile creations and paper plates must have what it takes. In this department, startling developments which even threaten to end "The Tin Pan Parade" were recently announced.

Appleford now offer to both commercial and home bakers a paper plate that stands oven temperatures and takes care of the pie from the moment it is placed in the oven until it reaches the dinner table. Such plates are proving a distinct boon, especially to bake shops, who in addition to cutting down handling costs are enabled to offer customers pies baked in disposable plates, unused before, nor intended to be used again.

New Protective Agent

Research in the waxed paper division has resulted in many successes, most recent of which is the development of an extraordinary paper known as "Celoshine." Wax-impregnated to such a degree that it defies the passage of vapor moisture from within or without, this new protective agent is capable of extending the "strictly fresh" period of many perishables from short hours to weeks. Thus the merchandising possibilities of a long list of popular foods such as potato chips, has been vastly extended. The old handicaps of daily deliveries and stale returns have been practically eliminated by this Appleford development.

In addition to its protective powers, the new paper is highly transparent and intensely glossy, factors which make it a distinct contribution to the "visual selling" element, now regarded as vital in current merchandising practice. Available in sheets as well as bag form and capable of heat-sealing, Celoshine is promised a brilliant future.

What is good for the manufacturer, is good for the home, so far as the protection of edibles is concerned. This fact was early recognized and acted upon, with the result that Appleford's have consistently pioneered in the production of protective papers for the household. Chief of these is the well-known Paraflex Waxed Paper, ideally suited for packing lunches and preserving the regular meal leftovers, as well as for securing foods against the mixture of flavors and odors prior to placing in the refrigerator. Waxed tissue, baking cups, serviettes and picnic plates plain and printed are all prominent in this wide home specialty group.

Cookery Parchment

Canapar cookery parchment, with which three or four vegetables are boiled in the same pot at the same time over a single burner, is produced in the versatile Appleford plant. Preparatory to cooking, each vegetable is wrapped separately in the parchment along with butter and seasoning as desired, and dropped into the saucepan. The resultant absence of cooking odors, the distinct preservation of flavors, vitamins and mineral salts, plus great economy of fuel and labor have won for Canapar the favor of all leaders in home economics.

The Aridor Company (Canada) Limited, another Hamilton institution and Canada's largest manufac-

turer of milk bottle caps, is an Appleford associate concern. In collaboration with the parent company, the crusade for more adequate protection of purity has been carried far into the realm of milk. The result has been a rapid evolution of the milk bottle closure, starting with the then called "plug" cap that functioned simply as the bung in a barrel. It was a good beginning, but left plenty of room for improvement. To this was added a pull tab, afterwards anchored with a patented clip to prevent it pulling off.

Now the pull tab is counter sunk and "pre-lifted" to further facilitate both the capping and uncapping operations. Beneath the pull tabs, on some types, a small hole is made to admit drinking straws. In addition, the modern cap is hinged in the middle to form a sanitary pouring lip for the bottle, and a cap which operates without complete removal from its seat.

Further Advances

From this type, the advance was to the so-called Klean Kap, a decided improvement in that it completely covers the pouring lip of the bottle, sealing it against contamination. It may be removed and replaced as often as you see fit, and as easily as the top on the tea caddy.

But the crowning achievement is the familiar hood seal which covers not only the top and pouring lip, but extends well down the milk bottle neck where a welded wire seal completes the operation. This affords the last word in protection, rendering the container absolutely tamper proof while the milk is on the way to your table. Full-time artists are engaged to suitably decorate the caps for the individual dairies to whom they are supplied.

Diversification has built the Appleford Company into a nation-wide firm and one of Hamilton's leading industries. In 1934 Mr. W. B. Powell assumed the Presidency, he and his associates having acquired control from outside interests. Since that time there have been no changes in the executive positions.

Telephone Progress in Hamilton

(Continued from Page 28)

few months they had along with L. B. McFarlane succeeded in consolidating the telephone interests of the country, and established a new company controlled and operated by Canadians—the Bell Telephone Company of Canada.

Lewis B. McFarlane, it will be remembered, was the young man who persuaded his chief, Thomas Swinyard, managing director of the Dominion Telegraph Company—to allow Professor Bell use of the telegraph line between Brantford and Paris for the now famous "long distance" experiment. The test which took place, August 10, 1876, over the eight-mile line resulted in the world's first long distance call.

The first use of the telephone to advise subscribers of the correct time (given at noon daily) was at Hamilton in 1879. As the number of telephone users at that time was limited, a yardstick could cover all the subscribers' signal buttons in the central office. All subscribers were signalled simultaneously by merely leaning on the yardstick. This method was devised by the late K. J. Dunstan, the first operator of the exchange at Hamilton.

Steady Development

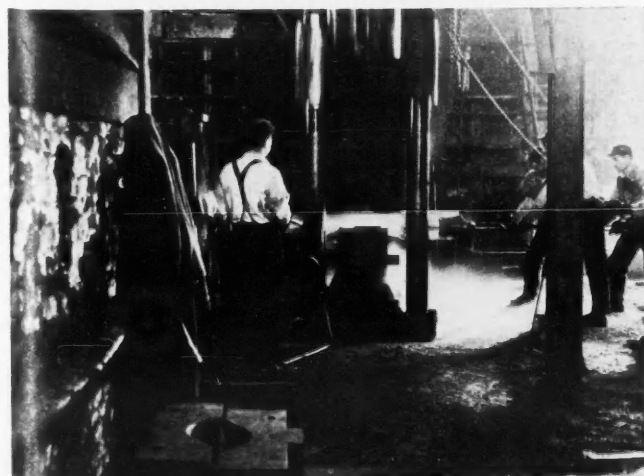
Today, with over 28,200 telephones in service in its homes and business establishments, Hamilton compares favorably with communities of comparable size anywhere. Its steady telephone development may be attributed to a high standard of service at rates that have made it available to the humble household.

A new telephone building at Main and London streets has recently been completed which will house the dial telephone equipment to serve telephone users now connected to the present No. 4 office.

This city's importance as a long distance telephone centre is attested in the fact that some 3,400 out-of-town calls are originated within its exchange boundaries in the average day. The Hamilton telephone user like Canadians from Halifax to Vancouver may be connected, with no undue delay, with any one of 37,000,000 telephones throughout the world.



FEW COMPANIES have built up amicable employee-employer relations to the extent that has been accomplished at Dominion Foundries and Steel. This section of the Mill Service Building, equipped with all modern conveniences including individual air-conditioned lockers, is typical of the accommodations provided for its employees.



FIRST OPERATION in forging freight and passenger car axles is pictured in the Axle Department of Dominion Foundries and Steel.

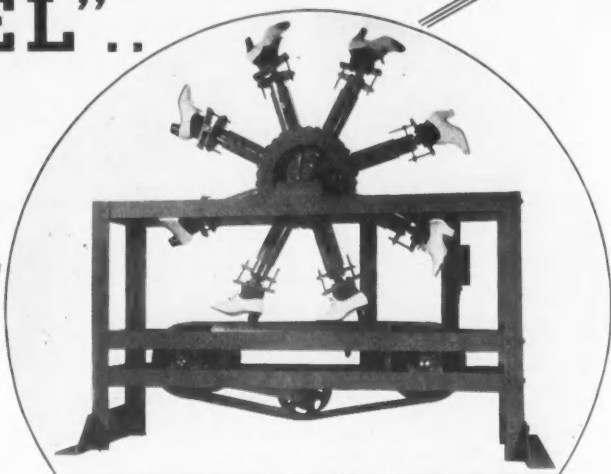


HEALTHY SIGN. Dominion Foundries and Steel extends the annealing department of its Tin Mill.



GROUND MECHANIC'S VIEW of the hangars at Hamilton's modern and thriving airport.

"The TORTURE WHEEL"



These shoes walk hundreds of miles a day!

Important among the many factors contributing to the superiority of 2 in 1 Shoe Polishes is "The Torture Wheel" shown above. Gauged so as to conform as closely as possible to the human step, this device has been used in our

laboratories for years to test the quality and wearability of every variety of shoe polish. As the result of these tests, we can say with certainty, that 2 in 1 polishes are the finest on the market.

PRODUCTS INCLUDE

2 IN 1 PASTE Black, Brown, Tan and White Cake	2 IN 1 SUEDE DRESSINGS Black, Brown, Blue and Neutral
2 IN 1 LIQUIDS White Cleaner and Black Liquid Wax	2 IN 1 GABERDINE CLEANERS Black, Brown, Blue and Neutral
2 IN 1 FLOOR WAX and SHINOLA FLOOR WAX	

ESTABLISHED IN 1900

2 in 1 Polishes Limited was established in Hamilton thirty-nine years ago. First catering only to the local market, today the famous 2 in 1 products are not only sold nationally but throughout the world—an exceptional tribute to their wide popularity and quality.

2IN1

POLISHES Limited

General Offices

75 Hughson St. North HAMILTON, ONT.

EVERY HOUR 90,000 FASTENERS AND STAMPINGS

FASTENERS for:

Aircraft Automobile
Bathing Suits and Caps
Belts Cartridge Belts
Clothing Gloves Hand Bags
Knitted Wear Leather Goods
Leggings Overshoes
Radios Rain Capes
Refrigerators
Rubber Goods Shorts Shirts
Shoes Suspenders Trailers

SLIDE FASTENERS for:

Bags and Purses
Bathing Suits Brief Cases
Clothing Dresses
Mattress Covers Muffs
Macinaws Rubber Footwear
Rugs Slippers Spats
Sweaters Travelling Bags
Trousers Vacuum Cleaners
etc.

ELECTRICAL

Battery Plugs
Battery Sockets
Fuse Ends
Fuse Shells
Lugs
Palmstock Clips
Plug Prongs
Screw Shells
Socket Cases and Caps
Socket Parts
Switch Covers

"DOT"
SERVES ALL
INDUSTRY

RADIO

Cabinet Hardware
Chassis Hardware
Dial Light Sockets
Grid Caps
Laminated Plugs
Mounting Strips
Plug Buttons
Plugs
Soldering Lugs
Tee Nuts
Tube Sockets

AUTOMOTIVE

Anchor Nuts Clinch Nuts
Cord Couplers Dash Mat Fasteners
Ecutechen Plates
Galle Cover Fasteners
Moulding Clips Moulding Screws
Panel Fasteners Pin Fasteners
Plug Buttons Slip Cover Fasteners
Spark Plug Connectors Tee Nuts
Tubing and Wiring Fasteners
Weatherstrip Fasteners
Window Channel Fasteners

MISCELLANEOUS

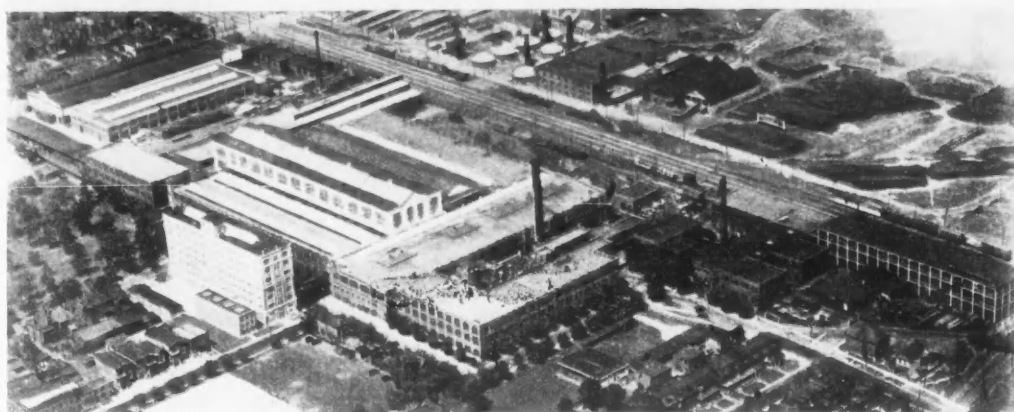
Bottle Openers Buckle Slides
Dudley Combination Padlocks
Eyelets Ferrules
Grommets and Washers
Key Hooks Leather Buttons
Mattress Handles Roller Loops
Ventilating Grommets
Stampings for Every Industry

UNITED-CARR FASTENER COMPANY OF CANADA LIMITED
HAMILTON, ONTARIO

Toronto

Winnipeg

Montreal



CANADIAN WESTINGHOUSE COMPANY, LIMITED. Aerial view of the head office and main plant of a fine Canadian company which has grown from a small air brake manufacturing concern in 1896 to its present status of 2 great plants occupying over 50 acres of land.

Virgin Soil to Thriving Centre

(Continued from Page 24)

from its expanse. There were four foundries, four machine shops, an organ factory, a broom factory and two grist mills. MacNab's railroad, the Great Western Railway, was completed from Hamilton to Niagara Falls and on to London and Windsor from November, 1853 to January 25, 1854. The advantage of this connection to the Detroit river through Niagara was tremendous. In seven months, 143,046 passengers were carried.

Railway Boom

The Great Western Railway became a dominant force within the city. Its general offices and principal car shops were in Hamilton. Water for forgotten temporarily as a means of transport. This railway boom raised the embryo city to a frenzy of financing. The trunk line of a modern sewer system was laid in 1854. An \$800,000 water-works was constructed. Gas works, a new post office, an expansive and elaborate Crystal Palace, central school, and an enlarged city market were municipal investments. The land was forgotten. Hamilton was to be the hub of southwestern Ontario. But into the province had come the Grand Trunk Railway, with a line from Montreal to Toronto, as a competitor to the Great Western. The battle for branch lines took much of Hamilton's money. Many mysterious fires occurred in the new municipal buildings in 1856, and in 1857 misfortune struck.

March 12, of that year, an engine, tender, and train of three passenger cars, due at six o'clock in the evening from Toronto, ran off the entrance to the railway swing bridge which had been constructed across the Desjardins Canal and plunged sixty feet, through the ice below, killing seventy, many of them prominent Hamiltonians. Later in the year the financial crisis under way in the United States was intensified locally when the citizens' investments in \$2,000,000 worth of bonds for the construction of the Hamilton-Port Dover railroad blew higher than Mars.

A Ten-Year Slump

Hamilton had grown to 27,000 people in seven years. The city now entered a ten-year slump which closed whole rows and blocks of homes.

There were fewer farmers on the land surrounding Hamilton, then, to support the city with their trade. The land, through its lack of people and trades, worked against this growing city which had not yet come to see southwestern Ontario as its main market.

Railroading had killed the industrial expansion of both Dundas and Ancaster. Hamilton's population fell through the slump to 17,000 by 1863, and the Gunn Machine Shop, which had built the first Canadian locomotive, and the Williams & Cooper Carriage Works, where the first passenger and freight railways cars were made, went out of business, as did many other industries. On the other hand, the B. Greening Wire Co., the largest and most diversified of Canada's wire mills today, was founded in 1859 when disaster was a byword.

Slump did not kill Hamilton. The first fire chief was named in 1859. Novelty such as pianos, pictures, lightning caricaturists, monkeys, and barrel organs continued to visit and frequent the Crystal Palace. Horse-car street railways were begun. By

1864 the Great Western Railway completed the erection of a rolling mill to roll English rails, and employed a hundred men. Within two years the Canada Screw Co. was established. The mass production of sewing machines became one of the city's chief industries. Still it barely held its own.

Recovery

Reason was that the Grand Trunk Railway's competition was overcoming the Great Western Railway in southwestern Ontario. Hamilton owed its continued existence to its presence on the St. Lawrence-Mississippi trade lane, the main avenue of continental commerce until railroads established east-west routes twenty years later. Business, the city was commencing to discover, meant more than local or provincial trade. It could compete at greater distances, and was even caught in a trade increase until the end of the Civil War in the United States (1865). By means of an overseas debenture issue of \$600,000, Hamilton came out of this worst slump in its history and began to enlarge its budding steel trade.

That loan cut Hamilton's dependence on the land's markets. The city had reached the stage where it was much less dependent on trade in the land about it, and could finance, manufacture, and sell with imported money. And these immigrant dollars became the power which dammed the encroaching forces of soil and nature.

Hoopskirts

Women wore hoopskirts then. Men appeared in tall black silk hats and creaseless instep trousers. Parlors were decorated with wax flowers under glass. What-nots were loaded with sea shells and china dogs. The Hamiltonian was a railway man, and Hamilton in 1867 became the third city of the newly-formed Dominion of Canada.

The year before Hamilton had been important enough to its area to be the military object and "provisional military capital" of the planned invasion of Canada by the "Fenian Brotherhood." The "Brotherhood," financed with \$200,000 by Irish-Americans and bent on freeing Ireland from England by invading Canada, finally crossed the border 1,800 strong in 1866, to be met and opposed by 1,300 Canadians. After a day's two spats in which some were killed and wounded, Gilbert & Sullivan refused to supply either words or music, so both sides withdrew to the pages of history in a huff.

Hamilton, close to Niagara as it is, then became a stopping place on the "underground railway" for freed American negro slaves to such an extent that its own "Little Africa" grew up on the escarpment with a negro mission, church, and the no longer existent negro Dale Community Centre.

One could see, walking in the city at the time, that the Hamilton Tool Co., Bertrams' Tool Factory, and Hendre Cartage Co. were prosperous firms.

Business Growth

Hamilton's industrial importance was maintained by further railway construction. Soon after the Great Western Railway had been built, traffic ceased in the Desjardins Canal. A second significant change in the city occurred in 1872 when the Hamilton and Lake Erie Railroad entered

the city through the southeast. Institutions of financial stability were founded in the Hamilton Provident & Loan Corporation, and the Bank of Hamilton.

H. C. Baker, who had started Canada's first life insurance company in the city by insuring himself for \$500 in 1845, was by that time also in charge of the Hamilton District Telegraph Co., Hamilton Street Railway Co., Hamilton House Building Association, the Marine Insurance Co., etc., when Alexander Graham Bell patented in 1876 the telephone as an "improvement in telegraphy." Quick action made Baker's Hamilton telephone exchange the second in the world. New Haven, Connecticut, having been incorporated beforehand.

Financial and technical progress in industry from the establishment of the railways onward continued to occupy and apprentice more and more of the city's population with industry, and develop through Hamilton an inherited and continuously stiffening standard of mass skill in production. There developed in the city many factors favorable to manufacturing and an awareness of foreign markets.

Hamilton the Centre

Hamilton was the centre of a richer, more crowded farming and fruit district upon which it could depend for a backlog of market trade or labor supply. It had a fine harbor. Water transportation was cheap. The types of product in which iron and steel were marketed determined largely the amount of their production, and the city had as well a reservoir of native labor skilled in mechanical diversification.

Hamilton lost little time in pressing its advantages. Canada's railway services were expanding, and the city supplied much of their steel. The growth of urban centres and the increase of the country's population was carrying for the first time steel into the wider domestic market which became, and remains, the basis of much production. In 1886, the city was seeking new markets to such an extent that 34 Hamilton firms put on an elaborate municipal display at the London Colonial Exhibition in England.

Population had increased to 42,000. The third Welland Canal was completed the following year. Hamilton's shipping profited once more. A number of wholesale businesses set up in the city. Coal consumption increased from 26,500 tons by some 400% in the next ten years.

The city saw that it needed not a blast furnace to produce pig iron, a cheap and efficient power to supplement the gas and coal brought in at high costs, and additional facilities for distribution. Aggressive and ambitious as usual, it opened on December 30, 1895 Hamilton's first blast furnace and on the same day the newly-organized Toronto, Hamilton and Buffalo Railway, controlled jointly by the New York Central (37%), Michigan Central (22%), Canadian Pacific (22%) and Canada Southern (14%).

This definite link in the Vande-rbilt system gave the Canadian Pacific a desired entrance to Hamilton, and additional international distribution service to the city. An hydro-electric power company was soon formed and operated in 1896 as the first such installation east of the Rocky Mountains. Hamilton's industrial prominence was immediate once the cheap power was provided, and has increased ever since.

A Great Construction Company

IN THE city of Hamilton the name of Pigott has been constantly associated with the growth of Hamilton from its earlier days, and with construction work wherever and whenever it is done on a large scale.

The Pigott Building, owned and built by the Pigott family, is the finest office building in Hamilton—and in fact one of the first ten or twelve office buildings in Canada. Its flood-lighted Gothic tower with its revolving beam of light from the present day beacon and focal point for Hamiltonians.

Fifty years ago the City Hall was the pride of the city—and then too—that was a Pigott building, for the late M. A. Pigott, father of the present builders, built it in 1888. The late M. A. Pigott a builder known throughout Canada, executed many important public works. Such large engineering projects as the Grenville Canal, Meaford Harbor, Cuelph and Goderich C.P.R. Railway, are examples. But it was in architectural building, particularly in stone, that he made his reputation.

Many Fine Structures

The present Pigott men have built scores of the finest stone buildings in Canada and are looked upon as authorities in this field. The beautifully illustrated book "Building in Stone" published in 1930 by them is not only a prized possession of most

architects, but will also be found in all Canadian and most American university libraries.

Buildings such as the McMaster University Buildings in Hamilton; Loretto Abbey, Toronto; Royal Ontario Museum, Toronto; Bank of Canada, Ottawa; Cathedral of Christ the King, Hamilton; New Federal Building, London; Canadian National Station, Hamilton; churches, hospitals, university buildings, seminary buildings—in all parts of Ontario—are too well known to enumerate.

Of course, in these days any construction company has to be organized

to take the field in any type of construction. The Pigott Company has like other large Canadian construction organizations, a long list of great industrial works to its credit. Hence we see one section of the executives engaged on a beautiful stone group like the Mental Hospital at St. Thomas, involving many millions of dollars—while other departments are rushing the erection of utilitarian buildings for Steel Company of Canada; Canadian Westinghouse; or great steel and concrete buildings for Heinz or Kellogg or Firestone.

A Training Field

Not only are the Pigott people famous in the field of construction as builders, but they have taken a leading part in developing our young men in building crafts. There are literally hundreds of men who owe their trade and fine training to the interest in that field of the company's executives. Their superintendents and foremen are all of their own training. The organization is as close to the old guild principle as modern demands and problems will permit.

Eight sons of the present Pigott brothers are following along in the same field, which yearly becomes more technical. It is safe to say, therefore, that the name will continue to be prominent wherever building is done for many years to come.



ONE OF HAMILTON'S FINEST churches is the Roman Catholic Basilica of Christ the King.

McMaster—Fine University

SITUATED directly in Westdale among the Royal Botanical Gardens west of the newly-completed northwestern entrance to Hamilton is one of the most beautiful of Canadian universities—McMaster.

McMaster University is an old non-sectarian university serving a new region—Niagara peninsula and the adjacent areas—from new surroundings in Hamilton.

It had been located for many years prior to 1929 on the circumference of the grounds of the University of Toronto, in Toronto. The ultimate control of this collection of clean, grey Gothic college buildings set in green-land rests with the Baptist Convention of Ontario and Quebec, through a Board of Governors elected by the Convention. And the Convention decided in 1927 to transfer the university to Hamilton, where there was not yet a university.

In addition to the proceeds of the sale to the Province of Ontario of the old McMaster buildings in Toronto, a campaign was pressed for building funds throughout 1928. Members of the churches of the Convention, alumni and friends of McMaster University, and citizens of Hamilton collected \$1,450,000, of which \$505,000 came by voluntary subscription by Hamiltonians. Forty-two of the hundred acres on the present magnificent site surrounded by ravine and park lands were also donated by Hamiltonians.

The cornerstone of University Hall, first building of the entire enterprise to be constructed at Hamilton, was laid in October, 1929, by Viscount Willingdon, then Governor-General of Canada. Within a year the University's forty-first academic session had opened on the new campus, and pupils, faculty, and equipment were moved by motor car and transport to Hamilton lock, stock and sheepskins.

Present Buildings

Present buildings of this university in transition are the completed University Hall, which houses lecture rooms, administrative offices, temporary library quarters already overstocked with books, and the University's Convocation Hall, used at moment of writing as a chapel and assembly hall; Hamilton Hall, a science building erected and equipped by the donations and generosity of Hamilton's citizens; Wallingford Hall, a residence for women (the University is co-educational); Edwards Hall, a residence for men and the gift of Mr. Gordon C. Edwards of Ottawa in memory of his father; a refectory, or dining hall, beneath which is the University's central heating plant; and the residence of Chancellor Howard P. Whidden.

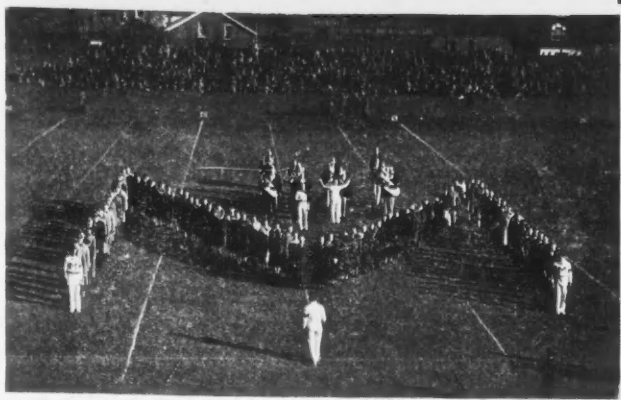
The university bears the name of Senator William McMaster, whose initiative and munificence made possible its founding in 1887, and is chartered by the Province of Ontario to establish courses and confer degrees in all the various faculties of a university. Up to 1939 only two faculties have been operated, the Faculty of Theology and Faculty of Arts.

Twenty general courses for the degree of B.A., requiring four years from pass matriculation or three years from honor matriculation, are offered, with options in English, Latin, Greek, French, German, history, philosophy, political economy, mathematics, social science, or science. Latin and Greek, mathematics and physics, science, biology, chemistry, geological, philosophical and English courses are given, as well as a course in political economy. For the degree of Bachelor of Science there is an honor physics and chemistry course.

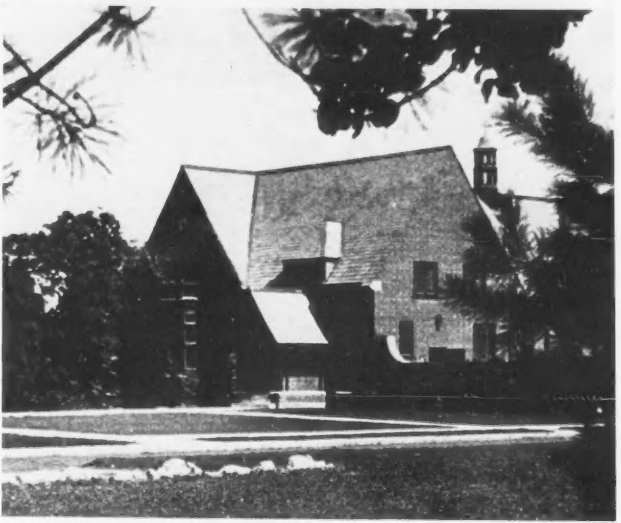
Students are also prepared for the Baptist ministry through the University's non-sectarian, for the teaching profession, law, and are given preliminary courses for applied science and dentistry. Evening classes and extension classes are conducted for people who work during the day, or are prevented by distance from visiting the University's grounds.

University's Growth

Historically the university is the outgrowth of educational work done in 1837. In 1881 the Canadian Literary Institute at Woodstock, Ontario was a co-educational school providing both literary and theological training. The theological work was moved to Toronto, the Institute then taking the name of Woodstock College, and the new foundation in Toronto being known as Toronto Baptist College. The Faculty of Theology, incorporated with the university in 1887, continues the work of this foundation.



THE "M" of McMaster University is formed by the combined Glee Club and band on the athletic field prior to a football game.



McMASTER'S dining hall, known to the students as the Refectory.

McMaster Hall, Toronto, was erected by Senator McMaster in 1880 for Toronto Baptist College, and the Faculty of Arts was established. With funds contributed by the Baptists of Ontario and Quebec, Castle Memorial Hall was added in 1901, a Science Hall in 1907, Wallingford Hall in 1921.

Both faculties are open nowadays to qualified students, without sectarian bias.

Before the move in 1929 McMaster University registered 379 students. After its first year in Hamilton the total had become 417. By 1934 there were 767 day students and 160 extension students, and in 1938 some 1,004 students, of which 380 were extension students. The faculty grew through the same period from twenty-eight to forty-five professors and assistants, and the University's Summer School, to be operated from July 3 to August 12 this year, has registered from a hundred to three hundred persons.

Extension Courses

Extension courses are the means used by the university to serve the region of its choice. These may be held at night, or weekly in various towns by professors travelling far afield through the cities and villages of the peninsula.

McMaster enjoys a campus with four full-sized playing fields, a quarter-mile track, eight tennis courts, pits for field events, and a barrier course over adjacent territory. A recently-organized student campaign for a University gymnasium is now in progress.

The university is provided with six general matriculation scholarships of \$660, each in English, classics, modern languages, history, physics and science. Six other scholarships each of total value of \$610, are open for competition in six specified districts of Ontario.

In addition the Hamilton Rotary Club has arranged a scholarship of \$600 for the encouragement of chemical research, and the Ontario Hockey Association offers a scholarship of \$100 a year for four years to students who have an average of 66% in their examinations, and have played O.H.A. or N.O.H.A. district hockey the preceding winter and are rated by the Association as clean, effective players. There are two County of Brant War Memorial scholarships of \$200 each per year for

four years, to the dependents or relatives of soldiers or nurses who served in the Great War.

The Imperial Order of Daughters of the Empire has another war memorial bursary of \$300 a year for four years to any son or daughter of a deceased or permanently disabled soldier, sailor or Great War aviator. Other scholarships for theological and arts students exist, varying in value from \$25 to \$750, and students finance their studies by means of service in private homes, loans, and the McMaster Employment Service, which aids them in finding work through the summer and positions after graduation.

The men and women who make McMaster University function are Chancellor Whidden, who is also principal of the faculty and chairman of the Senate, and his professors and administrative assistants. W. S. McLay is Dean of Arts; H. S. Stewart, Dean of Theology; C. E. Burke, Associate Dean of Science; and K. W. Taylor, Associate Dean of Arts. Marguerite Roberts is Dean of Women. E. J. Bengough is Registrar, H. C. Gourlay, the Librarian, and G. M. Henry the Bursar and Secretary of the Board of Governors.

McMaster trains its students for the professions, for industrial or scientific research, and for many other occupations. Commercial and financial tuition is provided for such specialized business professions as banking, insurance, large-scale marketing, foreign trade, and actuarial work. Prospective candidates for civil service positions in the departments of external affairs, finance, and trade, are tutored. Student life is checkered with various activities in music, athletics, debating, dramatics, journalism and social affairs.

Athletic Achievement

McMaster has become a noted sporting college since the transfer to Hamilton. Its rugby teams have won three intermediate intercollegiate Dominion rugby championships. In senior basketball the university has won eight championships, in swimming three, and track and field events three. Badminton competition has produced four championships. The McMaster rifle team won in 1938, for the third time, the inter-university shoot conducted by the Dominion Rifle Association. Women's sports have also done well, with five championships in eight years of basketball and the winning, by McMaster's badminton players, of both the individual and team championships in the Intercollegiate Union for the year. Hockey, wrestling, boxing and water polo are popular. McMaster teams occasionally visit the United States for competition, and the university's athletes made creditable showings at the British Empire Games and the Olympic Games.

Through the generosity of the Carnegie Corporation of New York, a department of Fine Arts, one of the first in Canada, was established in 1932. A grant of \$50,000 made by them to the university made it possible to assemble a splendid library of books, pictures and slides relating to painting, sculpture and architecture. In addition the Corporation donated a fine musical set embracing a gramophone, a large number of the world's best records, which are circulated among members of the university, and appropriate books about leading musicians and masterpieces. This gift has added to the cultural life of McMaster.

The immediate acceptance by Hamiltonians of McMaster University as the city's most tangible advance in securing educational institutions was gratifying to the university's officials. Quite as gratifying has been the slower, yet certain recognition by the old and young of the Niagara peninsula of the university's increasing stature.

To be completed on the grounds are a library, chapel, gymnasium, and various additions.



Offering the largest assortment of Bone China — under one roof — in the entire world

Closely associated with the art and china business for 45 years, the reputation of Herbert S. Mills Shop is an enviable one in the China World. Here gathered from the art centres of the world are so many objects that it is impracticable to either illustrate them or do them justice by description. Only by seeing them can you possibly judge their beauty and intrinsic worth. Yet from this wide assortment you can select gifts for as low as 25 cents.

"Canada's Most Talked About Gift Shop" is a retail organization of which the city of Hamilton can feel justly proud. It is visited each year by thousands of people from all parts of the continent, with the result that gifts from this renowned establishment carry a message

of distinction and quality to all parts of the world.

Just as one instance of the wide following enjoyed by "Canada's Most Talked About Gift Shop" is the fact that during the past year 20,000 catalogues were mailed on request to all parts of the continent . . . to such widely divergent points as Mexico and Hudson's Bay.

Have YOU seen a copy of this interesting catalogue? You may have one if you will drop us a line. And of course, don't miss visiting us should you be in Hamilton. Whether or not you come with the intention to buy, you will find yourself welcome and delighted with the interesting and beautiful things you see.

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EXPERIENCE AND INTEGRITY



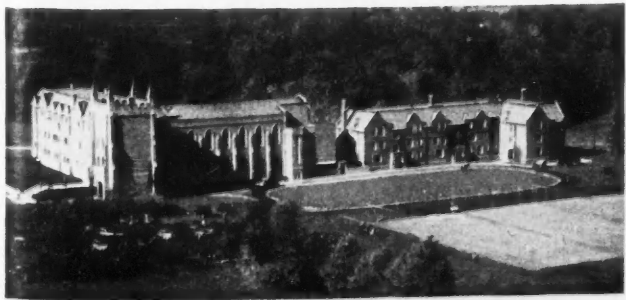
PIGOTT BUILDING, HAMILTON, ONT.

Reputation for integrity and the very finest type of workmanship is not won in five or ten years nor in one generation.

The founder of this company built many of Canada's well known buildings and engineering works over fifty years ago.

Pigott Construction Company LIMITED

PIGOTT BUILDING HAMILTON, ONTARIO



McMASTER UNIVERSITY men students live at University Hall (left) and Edwards Hall (right).



EDWARDS HALL, one of the large modern residences provided for men students at Hamilton's McMaster University.

Problems in Hamilton Real Estate

AS GOES the country—indeed the world—so goes Hamilton; for Hamilton is a great industrial centre sending out machinery, fencing, knit goods, clothing, apparel generally, food products, steel bridges and other products of steel great and small, tires, great electrical plants and small electrical appliances, tobacco, aeroplanes.

And Hamilton is a great shipping centre, receiving from Great Britain and Europe coal and a variety of products and sending out by water, as well as rail, not only what is made or processed in Hamilton, but what is made and grown in surrounding cities and towns.

Hamilton is a centre for servicing a great district; and so Hamilton manufacturers and retailers prosper as the district, Canada generally and the world at large, have good times.

This city of 155,000 people has faced problems during these difficult years. Markets have been curtailed. Prices have been low. Yet through these years Hamilton industries have made headway; in the surrounding districts great developments—as tobacco—have occurred; and the city is in sound position on the threshold, shrewd men believe, of further great advances.

Small Homes Wanted

This is the wide background for Hamilton Real Estate values; but here, as in other Canadian cities, there are influences and tendencies worth pondering.

Industrial development—also the development of the Port of Hamilton and consequent carrying business to this port, has brought a demand for modest sized homes—five and six room houses to rent at 25 dollars a month approximately. Such homes, in the North, the East and the West, are occupied and at present there is activity in constructing such homes. In the past the Mountain—divided by outlanders, but the pride of those who appreciate a view unexcelled—has restricted building to East, North and West. Building in these fine districts continues; but on the mountain brow has come development—already extending back (though with wide open spaces) some four blocks—and this development is gaining momentum aided by the government financial plan. This, and similar operations, enables houses to be built to sell on payments of some \$28.00 a month—payments which look after taxes, interest and principal retirement.

There are, it is agreed among real estate men, always buyers or renters to be found for the 5 or 6 room home. But for the home of from 10 to 14 rooms there is little demand—so little indeed that sales are being made for little more than half the assessment value, and fine old structures are being torn down that the land may be used in different ways. It is the story repeated in many another Canadian city. Families grown up; members establishing their own homes; those that are left anxious to escape high charges onerous operating costs and attention. So the old Sanford mansion sold this year for some \$8,000; and so the Hendry Homestead was first torn down, then the land—a complete city block in the choice south-west district—sold this month for \$18,000.00.

New Retail Centres

Disturbing signs these—but truly signs of the times; and after all signs of some promise for the city; for if, as seems to be the case, moderate sized homes or apartments are to be built on the Hendry site, where the invigorating sound of the steam shovel is already to be heard, the aggregate assessment of these homes will far exceed the assessment value of the land as it has stood of recent years.

For such homes and apartments as are believed to be planned here, and as have been and are being built in the beautiful east end; in Westdale—where the coming of McMaster University has given impetus to building by those with children at, or approaching university age—there is keen demand; a demand almost equal to that for the working man's home. But for the large houses, no, it is a buyer's market for these, and the readjustment to duplexes and apartments goes on and gains headway.

The residential development of Hamilton has had, and is having, an effect on downtown property. The great shopping centres of some few blocks on King St. East; of James St. North and Market Square where the huge, long established, market draws Hamiltonians and those from the surrounding towns and countryside alike, have held up—made headway; but new retailing centres have developed—some with amazing rapidity. The Delta (where King & Main Sts. meet) in what a few years ago was the far East end is now a district of great activity. Further East, and North, Ottawa Street has developed astonishingly—so much so that on the West side, in those blocks from Barton St. to Campbell Ave., this last year assessment values have been increased from \$90 a foot to \$210 a foot—on the East side from \$80 a foot to \$190 a foot.

Change Assessments

This and similar advances, it is felt by property owners, evidences the necessity of substantial assessment reductions in many of the older shopping centres. Such reductions have already been made to a limited extent; and that the assessment commissioners desire to be fair—considering values on the basis of earning power—is apparent. This is so also with regard to the large homes; but on the cube basis, one measure of estimating values for these homes and for office buildings alike, adjustments come more slowly and to a smaller degree than many owners could wish.

For owners of office buildings the change in merchandising methods has created problems.

Hamilton does not appear to be



BARNESDALE BOULEVARD, Hamilton, Ont., a typical residential street in a city where 65 per cent of the inhabitants own their own homes.



HAMILTON, a city of many churches, is proud of the Hamilton Christ Church Cathedral.

oversupplied with first class office buildings; but there has been a conversion of former wholesale headquarters to such accommodation. These changes have, in many cases, been well made and the result is available accommodation which has tended to keep rents for space below what must be secured to make possible even modest returns.

Joseph Pigott—himself owner of one fine building, and contractor for one or more others—referred to this low rent tendency recently. The difficulty of making an office building pay, he said in effect, is not brought about by high taxes, but by inadequate rentals—substantially below those charged for similar space in other cities.

But development of business throughout Canada; a growing appreciation of Hamilton as the centre of a great district, stretching from Lake Ontario to Lake Erie, from Niagara Falls to Brantford and beyond, is already tending to take care of these problems.

Industrial Property

Industrial property also presents its perplexities. Much choice land is held by the great Hamilton industries—industries which have expanded and which see the certainty of further needed expansion. Their holding of such land is by no means a dog-in-the-manger policy. For example large developments have been made recently by Dominion Foundries, where a great water works system was installed; by Westinghouse, by National Steel Car, by Steel Company of Canada, by Eaton's factories, by Burlington Steel, to mention a few. But this holding of land; and the high value of much of the available land—a value given by its proximity to water and rail transportation facilities—does present a problem, a problem referred to by Mayor Morrison on the day this is written. Speaking before the Board of Control, of great developments he believes certain, he referred to one English concern which could not find (or has not yet found) in Hamilton the cheap land it needs.

Problems in the real estate field there have been and are; but solidity



HAMILTON'S First United Church, one of the city's largest.

there certainly is and on every hand earnest of further growth.

One avenue of development does appear to have escaped adequate promotion. Hamilton is a wonderful city for living. Large enough for opportunities—cultural, business, amusement—it is yet small enough to permit a fuller enjoyment of these opportunities. In a few minutes the motorist can get from the city to drives looking out on lake and hills. The golf clubs are near at hand, curling clubs, bowling clubs, yacht clubs, baseball fields, seem only around the corner. What a place for those who have a modest competence to live—to bring up their families—to enjoy the best that Canada has to offer; and to be one of a people whose living values are sound.

Gas, Coke and By-Products

THE industrial city of Hamilton, with a population of over 155,000 inhabitants, demands a large and stable source of power and heat.

Not only do its inhabitants offer a large field for domestic utilization of heat, but also in its very large industries are there innumerable needs for heat and power in conducting the various processes that have made Hamilton known far and wide as the Birmingham of Canada.

It is now largely recognized that gas is the ideal fuel for all such purposes and in the city of Hamilton there is a constant and growing demand for this valuable source of heat and energy.

Since 1850

Since 1850 the present company, the United Gas & Fuel Company of Hamilton, Limited and its predecessors, The Ontario Pipe-Line Company and the Hamilton Gas Light Company, have been marketing gas in Hamilton, its first use being for lighting and then gradually changing to other household and industrial uses.

With the growth of the city the need for stability in the supply of gas became more and more evident until in 1913 a sister company, The Hamilton By-Product Coke Ovens, Limited, was organized to construct coke ovens for the manufacture of gas from coal. In 1924 the first battery of 25 Semet-Solvay ovens was completed and put in operation and in 1926 a further battery of 35 Wilputte ovens was erected and put in operation.

The year 1928 saw control of these two companies acquired by United Fuel Investments, Limited, a company chartered for that purpose, and the organization of a third subsidiary, The United Suburban Gas Company, Limited, for the purpose of distributing gas along the Lake Ontario shore as far as and including Oakville.

The gas plant, properties and customers of The Dominion Natural Gas Company, Limited, in the Hamilton area have recently been acquired and a reorganization of United Fuel Investments, Limited, effected by which control of that company is now divided between United Gas Company of Canada, Limited and Dominion Natural Gas Company, Limited. A charter has been obtained and a company organized under the name of The Wentworth Gas Company, Limited, for distribution of gas in that portion of the acquired territory immediately adjacent to the city of Hamilton.

Dependability

Thus today Hamilton is assured of dependability in its supplies of both manufactured and natural gas.

Since February, 1924, the coke company has advanced to the point where it carbonizes about eleven hundred tons of coal a day.

Directly from a ton of bituminous coal its process recovers fifteen hundred pounds of coke, ninety pounds of coal tar, eleven thousand cubic feet of coal gas, up to six pounds of ammonia gas, which is used to manufacture ammonium sulphate, 3 to 3½ gallons of light oils, from which are

fractionated benzol, toluol, xylol, and naphthalene. Which means in translation, fuel for a central Ontario which has no native coal; surface binder for roads; cooking, heating and industrial fuel for Hamilton and lake-shore residents and industries; fertilizer and automotive fuel stimulant.

Coke is both a fuel and a part of the chemical industry. Coal, limestone, sulphuric acid, salt, petroleum, air and water are the industry's main raw materials. Coke is one of pig iron's three basic components, widely used in the steel industry. Coke oven gas is the basis of domestic cooking and heating, and of industrial fruit ripening, the preparation of breads and breakfast cereals, of cream pasteurization and of the innumerable manufacturing industries in many Canadian cities. Its by-products are sources of products for other manufacturers.

Large Capacity

The annual capacity of the sixty ovens is 300,000 tons of coke; 2.4 billion cubic feet of lighting gas; 3,709,000 gallons of tar; and 1,240,000 gallons of light oil. The complete benzol plant started operations in February 1928 and a large coal dock with bridge was installed.

In operation all sixty ovens are charged with crushed coal for coking, or carbonization, the spectacular end of the business.

For that, coal brought by water from Pennsylvania, Virginia, West

Virginia, and Kentucky is stored on the 600,000 ton steel-faced dock, four hundred tons of it an hour. From there it travels on the company's railroad cars over one-half mile, on the eighty-one acres of owned property surrounding the ovens. These trains dump it at a steel building five stories high, where an electrically operated system of conveyors, crushers and pulverizers powders the coal, mixes it to the right chemical blend to produce, as desired, more gas or more coke, and stores it in the six 75-ton bins from which it is carried to the ovens.

Ovens are charged with coal by an electric car. Temperatures within the ovens reach approximately 2450° Fahrenheit, and because of its intrinsic heat-resisting properties, silica, molded into large bricks, has been employed as lining for the ovens.

Coke Production

Into each oven the electric car disgorges 8½ tons of crushed coal, which is then levelled. Oven doors are sealed with clay. The coal with, in first fuses, then boils, and through boiling gives off quantities of heavy yellow fumes. After the coal has been baked and all of its volatile contents driven off, coke remains. The process takes many hours. The volatiles depart through an automatically-controlled stand pipe to the collector mains.

Each day eight hundred tons of coke are pushed red hot from the

ovens into a steel quenching car. The hot coke in this car is moved to a tower where it is quenched by falling water. Clouds of steam roar and hiss upward to vanish in the open air. Thereafter the coke is crushed, screened to several sizes and stored for delivery by rail or truck for use as domestic, commercial or industrial fuel, as clean and as efficient in use as anthracite coal of best quality.

Each oven is a rectangular box, roughly 36 feet long, 12 feet high and 16 inches wide. On each end are removable fire brick lined doors of full length and width. Through the doors on one side a pusher bar operates to push the coke from each oven, through the door on the opposite end and into the quenching car. On either side of the box-like ovens are heating flues separated from the ovens by the thickness of the side walls. In these flues gas is burned to heat the ovens to the required temperature. The operation and timing is all electrically controlled so that uniformity of heating is constant with each oven.

By-Products

A large collecting main runs above each series of ovens through which the volatiles are drawn off by means of exhausters and conveyed to what are known as the primary coolers, which are towers containing grids, into which ammonia liquor is sprayed and here a portion of the ammonia is removed from the gas.

With the reduction of temperature, the tar contained in the gas precipitates into tanks and the gas, together with the light oil forming as a result of the lower temperature, passes on into the by-product building.

Six circulator pumps occupy the six-storey premises of the by-product plant. As three exhausters assist the pumps to move the gas through the plant, tar extractors further separate tar. After spraying, the ammonia is distilled into saturators with drain tables and drippers, where, bathed in strong sulphuric acid, a sludge of ammonium sulphate crystals forms. Eleven to twelve tons of sulphate a day, and 800 gallons of ammonia an hour, are fixed. Annually 4,250 tons of ammonium sulphate are produced. Mixed elsewhere with super-phosphate, nitrate and potash, it becomes farm fertilizer.

Final coolers sixty-five feet high receive the gas. Naphthalene is recovered from their discharge water and stored.

Sulphur and light oils are also forthcoming. Still circulating, the gas passes to three 85 foot light oil "scrubbers." A wash oil circulating 6,000 gallons an hour, absorbs the light oils from the gas and is pumped continuously to the benzol plant. After a heat exchanger and pre-heater pass this oil to a still, the light oil is distilled from its wash oil carrier by steam, separated and stored. The wash oil, freed of its valuable burden, is decanted, cooled and returned to the light oil scrubbers to absorb more light oil and escort it once more through the process.

Further fractioning of the light oil drops from this chemical slot-machine of piping, tubes, and slim

tail cooling towers the benzol, toluol, xylol and solvent naphtha. The benzol plant agitates the light oil, washes it with sulphuric acid, and burns the sludge. Neutralized with caustic soda, it is distilled, put through a water separator, and its benzol fraction stored. The toluol-xylol fractions sometimes market more easily than the benzol, and are retained. After the recovery of solvent naphtha the still residue is pumped to tank cars for shipment.

Coal and Natural Gas

Coke and by-products have now been taken from the coal, as described above.

Four and a half million feet of coal gas is used each day to heat the coke ovens. Six and a half million cubic feet are pumped each day into the purification system for the removal of the sulphur content and then are piped to and stored in a holder which is a steel tank of 5,000,000 cubic feet capacity. If Hamilton's needs reach an emergency peak, an additional one million cubic feet of coke oven gas can be pumped into the mains to meet it.

In addition to the supply of coke oven gas from the Hamilton By-Product Coke Ovens, Limited, there is supplied to certain sections of the city and to the towns of Dundas and Burlington, the village of Waterford and parts of the Township of Saltfleet, Barton, Ancaster East and West Flamboro and Nelson, natural gas which is purchased from the Union Gas Company, and the Dominion Natural Gas Company.

United Gas & Fuel Company, and its newly formed sister company, the Wentworth Gas Company, will distribute in the Hamilton area over 600,000,000 cubic feet of natural gas per year to many thousands of customers through approximately 590 miles of mains and services.

An Ancient Fuel

Coke has been used as fuel since the Chinese first used it before the birth of Christ, but only during this century has it entered the North American domestic market to any extent. It was burned industrially in England in the 1600's. As coal is burned in your furnace today, the identical gasses which are collected by the coke company rise up and escape through your chimney.

Up till 1893, beehive coke ovens with open chimneys were used to make steel and millions of dollars were wasted in the fireworks and flame caused by the ignited discharges. Twelve ovens were built to capture by-products at Syracuse in 1893, and during 1898, Heinrich Koppers, who is now sixty-nine and perhaps still lives in Essen, Germany, began the by-products business in Europe. By 1907 he had been brought to America to construct ovens for Henry Frick.

War accelerated the purchase of ovens. Steel companies who had thrown toluol away began to recover it when it was nitrated to form TNT. Cities began to require reliable, dependable supplies of cooking and heating gas, and thus developed a market for the product of the coke ovens. The coke itself, after the war, invaded the domestic market due to its suitability as a substitute for anthracite coal and its generally lower cost.

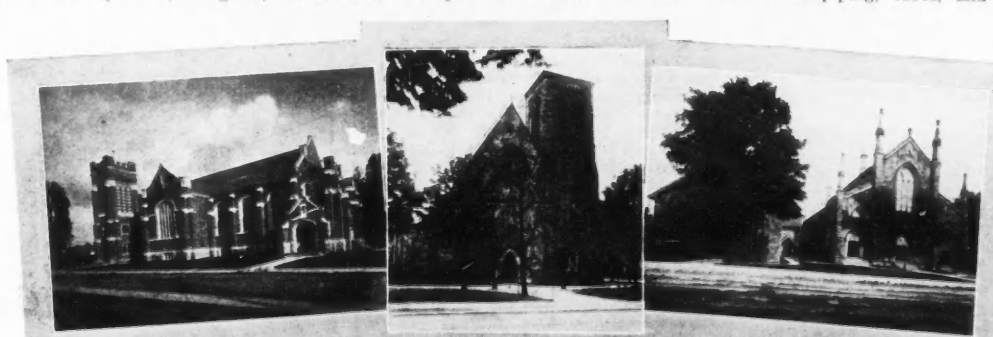
Road construction, roofing materials and many industries use tar, and creosote, a tar product, is used to preserve railroad ties and other exposed articles of wood. The plastics field, now tremendously active, has converted naphthalene to a much wider use than the manufacture of mothballs.

Unification

The unification under one management of coke, by-product, and gas production has meant much to the success of the combined companies. S. A. Morse of Chatham, Ontario, who has been engaged in the direction of utilities for years, is president of the company. The general manager at Hamilton is T. Pates Pinckard. The employees number several hundred.

Two previous issues of bonds—one of seven per cent, first mortgage sinking fund gold bonds and a six and a half per cent, second issue of general mortgage bonds—were redeemed on February 1, 1936, for a total of \$2,959,500.00.

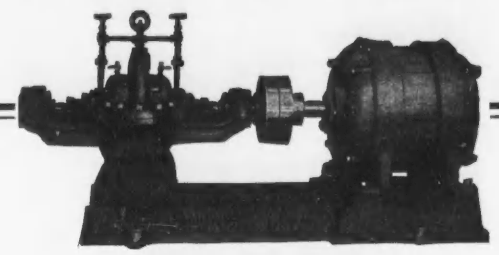
Hamilton By-Product Coke Ovens, Limited, has a funded debt of \$3,003,000 made up of 5% and 6% mortgage bonds, which are first and second mortgages respectively on the fixed property, plant and floating assets of the company. By reason of the agreement between Dominion Natural Gas Company, Limited, and United Gas and Fuel Company Limited, the coke company guarantees a million dollar issue of 5% 20-year second mortgage bonds of the United Gas and Fuel Co. Ltd. Payment of principal and interest is unconditionally guaranteed.



IN A CITY of fine buildings, St. Giles' United Church (left), St. Patrick's Roman Catholic Cathedral (centre) and the Anglican Christ's Church Cathedral (right) are particularly noteworthy.



GAGE PARK, Hamilton, is an ornamental Botanical park of great beauty, holds attraction for tourist and Hamiltonian alike. This view is from the Memorial Fountain.



PUMPS
Steam ... Power ... Centrifugal
for Industry, Mining and
Country Homes

SMART TURNER
MACHINE CO. LIMITED
HAMILTON CANADA

Manufacturing in Hamilton since 1902

Broad Markets for Products of Hamilton Industry

ONTARIO is a province of 412,582 square miles, divided into two sections. North of Lake Nipissing and the Ottawa River lies the forested territory of Northern Ontario, famous for its lumbering and mines of gold, silver and nickel. South thereof is old Southern Ontario the soil of which is generally of the sandy loam or clay suitable for extensive farming. In some sections, notably the Niagara peninsula adjacent to Hamilton, extensive and profitable market gardening, fruit farming, and dairying are carried on.

Road, Rail, Water

Hamilton's local market is served through a network of hard-surface highways. The regional and national markets are reached in every province by the railway lines. Port facilities on Lake Ontario enable the city to reach as well the markets of the eastern United States, the Empire, the British Isles, or foreign countries by direct shipment of waterborne freight along the St. Lawrence Waterway to the open Atlantic Ocean.

Outstanding in Hamilton's trade is the district of the Niagara peninsula, one of the most heavily populated in all Ontario. A third of Canada's men and women live in the one province of Ontario, and are located to a great degree in villages, cities, or towns. The increase in urbanization since 1881 throughout the province has been from thirty-eight to sixty-one per cent. Southern Ontario, without exaggerating, contains nine-tenths of the province's population.

Ontario's wealth is more than eleven and a half million dollars, about a third of the Dominion's total. Of this, six millions have been listed as either agricultural or urban property values. And the amount of income assessment in the province at the last census was \$634,211,212, or forty-six per cent. of Canada's total. Each of sixty Ontario municipalities had more than 5,000 inhabitants in 1931, and 136 urban communities were listed as housing more than a thousand people. Within fifty miles of Hamilton, not including Toronto, there are twenty-nine cities each of which produced manufactured goods valued in 1938 at more than a million dollars.

Much Manufacturing

A concentration of manufacturing accompanies this concentration of purchasers and distributors. In 1931, for example, of the 172 Canadian plants engaged chiefly in the manufacture of machinery, 96 were within fifty miles of Hamilton, and thirteen within the city itself. The total number of producing establishments for Ontario's communities is more than 1,370, with an estimated purchasing demand for raw and intermediate materials of \$86,109,839, and the cities mentioned depend in large measure on Hamilton for intermediate parts or finished articles used in their own finished products.

Truckloads of sheet steel, cold drawn steel, and tin plate all leave Hamilton daily for the nearby industrial portions of the Hamilton peninsula and of Ontario which look to Hamilton area manufacturers for tools, agricultural implements, boilers, furnaces, and machinery, together with textiles, consumer articles for the electrical industry, and chemicals. Rapid and cheap land transportation makes Hamilton a central point for distribution to southwestern Ontario. The Toronto, Hamilton & Buffalo Railway serves as a belt line for all the railroads entering southern Ontario. The Canadian National Railways have several lines through which shipments can be made to any point in Ontario with great dispatch. Hamilton is favored rather than hindered, from the manufacturing standpoint and so far as freight traffic is concerned, by its position off the main east-west lines of the Canadian Pacific and Canadian National Railways for cars are readily obtainable and congestion of traffic or the accumulation of demurrage is infrequent.

Road Transport System

Prior to 1931 Hamilton was well served by interurban electric railways which carried the less-than-carload lots shipped to nearby Ontario cities. In 1924 these radials showed their first deficits due to the competition of bus and truck traffic over the improved network of hard-surface highways which was spreading from Hamilton. By 1927, the Dominion Power & Transmission Co. Ltd., which at that time controlled the Radial Interurban Railways as well as the Hamilton Street Railway, adopted a policy of absorbing competing bus lines. A series of purchases within three

years gave the company control of all bus lines within a radius of 35 miles of Hamilton.

This typical situation occurred in other Canadian cities as private car passenger travel, motor bus, and truck transport volume began to climb. Services were discontinued on all the remaining interurban radials in 1931 and buses replaced them at their terminals.

From an interurban railway terminal at Catherine and King Streets, the transportation terminal there became the centre of bus operations for the Highway King Bus Lines Ltd., successor to the Dominion Power & Transmission Co., and the present day Canada Coach Lines which replaced Highway King. Today the building is owned by the Hydro-Electric Power Commission of Ontario, which acquired it with the purchase of the assets of the D.P. & T. Co. in 1931.

The motor car, in its various incarnations, has come to take over a great part of passenger transportation in Canada and Ontario. There were 1,314,382 registered in the Dominion in 1937, plus 32,000 motor coaches and 202,136 commercial vehicles or motor trucks. Hamilton registered for all types 26,753.

Of Ontario's approximately four thousand communities, more than half depend solely on the motor truck or motor coach for transportation.

Hamilton Well Served

In the Hamilton area operate four motor coach lines and seventy-seven truck transport lines. Passenger traffic in and out of Hamilton and vicinity by motor coach over the Gray Coach Lines Ltd., from Toronto west to east; the Canada Coach Lines operating in and out of the city over its hub of thirty district highways; and the Canadian-American Trailways Ltd., and Toronto Greyhound Lines, both running from Detroit-Hamilton or Buffalo-Hamilton, amounts to a consolidated figure of 2,675,516 for 1938.

Canada Coach Lines alone operate 397 daily trips in and out of the city with a fleet of eighty-eight buses, and Saturday traffic during July and August from a single central terminal of 9,000-14,000 persons. From outside points there are an additional forty-two round trips into the city daily.

An estimated three hundred transport trucks enter Hamilton on an average business day. These range in size from two-to fifteen-ton truck or truck-trailer combinations, most weighing less than three tons fully loaded. So large has become the motor-borne trade of this continent that the dozen truck makers who showed seventy models ten years ago now manufacture 274 distinct types of vehicle for different transportation duties.

Wide Use of Trucks

Large cities now receive about half their supply of fresh fruits and vegetables by motor. Hamilton's fresh air market at the centre of the city is thus supplied. Ninety per cent. of the 1,600 cans of milk brought daily into the city come by truck. The 1931 census across Canada reported that the trend had increased to the point where every second farm in Canada owned a motor vehicle of some sort used at one time or another for trucking, and that three-fifths of these travelled less than a hundred miles to deliver such cargoes as hogs, calves, and sheep, and take return loads of feed, fertilizer, implements, or household necessities.

Within Hamilton itself motor truck fleets are used by bakeries, coke and fuel companies, dairies, newspapers, oil companies, breweries, telephone companies, meat packers, ice-cream companies, etc. There are in the city twenty-one transport warehouses, and double that number of private terminals for individuals picking up or delivering to a score of small carriers.

Consolidated passenger ticket sales in and out of Hamilton for the Toronto, Hamilton & Buffalo Railways, Canadian National Railways, and Canadian Pacific Railways amounted in 1938 to about 583,791, evenly divided each way. Consolidated tonnage in freight shipments during 1938 totalled 5,356,581, an estimated four million tons being inward bound.

The Hamilton Street Railway, for its calendar year of 1938, carried about the city, largely within the city itself, 19,581,719 passengers. Its seventy street cars ran 2,700,000 miles and carried 16,487,436 of the above passengers. The company's thirty-two buses carried the rest for over a million and a quarter miles. Street car fares within the city are four for 25c, and bus fare 3c per person.

Traffic at Hamilton's airport is entirely by private plane. The airport is located at the eastern end of the city and is at present being rebuilt to accommodate a plane operating a "feeder" service to the Trans-Canada Air Lines, or American Airlines by way of Buffalo. Mail is sent at present to Toronto and takes the air there. A military bombing squadron of 145 men is also receiving military training at the airport eighteen be-

ing pilots and the rest gunners, photographers and navigators who have displaced the old time "observer" of Great War aviation.

During the navigation season implements to be used on farms in Western Canada the following year are shipped by boat from Hamilton to Fort William, some going on to Vancouver by rail and thence to the Orient, Australia, or New Zealand. About three-fifths of all implement shipments take this route, and the prosperity of the western farmer has an immediate effect on Hamilton's production.

Competition Keen, But . . .

Unless producers in the Dominion can control the home market, the Canadian iron and steel industry will decline. Severe competition in the Canadian field is encountered by Hamilton firms.

Five main competitors are met in the steel and iron industry. The cost of materials and gross value of product for the 78 Hamilton firms in this industry are almost as much as those of the 220 establishments in Toronto, and Hamilton experiences competition from other towns and cities in southern Ontario, including Sault Ste. Marie, from the United States, from the eastern Canada iron and steel areas near Montreal and Nova Scotia, from Western Canada, and Great Britain and European countries.

Despite this, cheap power, relatively low cost of raw materials, efficient labor, and modern shipping facilities enable the city to prosper. Rolled



HAMILTON'S modern filtration plant as seen from the centre gallery.

iron and steel products, wire and wire goods, railway rolling stock, sheet metal products, castings and forgings, hardware and tools and machinery, automobiles and parts, and other iron and steel products continue to pour from the city's mills. Changes in tariff policy, of course, influence the city's production greatly.

Conditions do not favor large exports of iron and steel to the United States. The larger part of the export trade from Hamilton to the United States is of the specialty type, for special machines or parts. A most important factor in the city could be the steel market in Great Britain if the mother country would "buy Canadian" as Canadians "buy British." Imports from England are greater than exports to England.

Hamilton's Progress Has Sound Basis

ON A LAND-LOCKED harbor connecting with the world's sea routes this city of Hamilton stands—the embodiment of two hundred million dollars of international capital, British and American, invested and at work.

Hamilton is an industrial city first and always.

Natural advantages and economic influences have combined to give it a diversity of manufacturing industries with the largest per capita industrial output of any city in Canada. Located at the west end of Lake Ontario in the geographical centre of the Niagara peninsula's rich green fruit and farming country, the city is within reach of three and a third million persons, and is the ranking distributing centre for manufactured products for a sixth of the people of our nation.

Industrial life in Hamilton is simple and substantial. In spite of the presence within fifty miles of thirty cities each manufacturing more than a million dollars' worth of goods annually, seventy new industries have opened factories in Hamilton during the last decade. The city's industrialists prosper because of cheap electric power, the relatively low cost of raw materials, efficient labor, and modern, greatly-enlarged shipping facilities.

Cheap Power

Hamilton's electric power is the cheapest of all the large cities in the Dominion. In the round, its importance as the third manufacturing centre in Canada is created by the geological break between the upper Lake Erie and lower Lake Ontario plains, on which the city is built. A fall of water over this high escarpment generates much of industry's electrical power, while proximity to the great power stations at Niagara Falls augments this supply.

Raw materials are carried into the city at low prices by boat, rail, and truck. Placed on the lines of Canada's two transcontinental railroads, Hamilton is linked by a third railroad with Buffalo, Detroit, and the United States. For truck transportation the city is the lakeshore hub of trunk-line highways radiating to southwestern Ontario, Ohio, Pennsylvania, and New York. In addition, of the large Canadian cities, Hamilton is nearest to the northern Appalachian bituminous coal fields, an important feature in a province such as Ontario, where there is a lack of coal in commercial quantities.

Steel is the city's major industry. Hamilton is the Dominion's leading fabricator of primary iron and steel. Steel production represents a full third of the city's employment, salary and wage payrolls, and the gross value of municipal products made.

Products Are Varied

Rubber tires, vegetable products, and many types of textiles are also heavily manufactured. Hamilton's climate and water supply, together with an abundance of female labor, makes it a great Canadian textile centre. Electrical products and appliances, metal, wood or paper, animal, chemical and many miscellaneous products are also made by the more than a thou-

tern and growth. Hamilton began manufacturing more than a century ago with plenty of space between the then city and the waterfront along the bay. Its original appearance of a residential city has been largely retained by the erection of its industries for the most part on the bay along the harbor front stretching from west to east, in the extreme north-east of the city. Hamilton itself has grown behind them from west to east until there exists, distant from the bay, a well defined business section which mingles with the pleasant and often stately residential section of the city rising across the escarpment to the south and extending to the city's limits on the upper Erie plain.

Suited to Industry

There are aspects of site which have been suited to manufacturing since the city's inception. The urban area occupies a level plain about two miles in depth from bay front to escarpment, and several miles in width. This plain is composed of sandy loams and clays easily excavated to bedrock for the foundations of mill buildings, or the rapid laying of railroad spurs or highways.

In line with the city's plan for future industrial expansion two hundred and fifty acres of waterfront civic industrial sites have been set aside at the extreme north-east of the metropolitan limits adjacent to Lake Ontario and the present large steel mills and industrial plants.

As industries gather on this flat land, sea walls will be constructed well out into the harbor for wharf and warehouse space and the area reclaimed and equipped with hydro-electric power; natural and artificial gas, which are present in abundance, water and sewage service, and railroads. This property will then become the location both of heavy industries dependent on waterborne transportation and of additional smaller industries with sites on the main highway paralleling the southern boundary of the property.

Civic Improvement

During the dark years of depression, Hamilton carried through a large number of civic programs, yet the city's civic administration, by following a policy of continuous retrenchment, declared in 1938 a balanced budget for the third successive year. A policy of successive tax reduction was enforced at the same time and the city's financial position may be said to be sound.

When a comparison was made not long ago Hamilton was rated as second in financial standing among two hundred and fifty of the leading cities of North America. The vision, energy, and initiative of leading citizens and the steady, dependable labor supply have been largely responsible for the attraction and settlement of the large industries which make such a comparative rating possible. Considerable community benefit has resulted from the establishment at Hamilton as such a financially powerful and highly cap-

italized Canadian, British, and American factories as Canadian Industries Ltd., Porritt & Spencer Co., and Firestone Tire & Rubber Co.

Smaller branches of other supply firms have inevitably followed. The inter-plant transfers of materials and co-operative purchasing within the city have assisted the activities of both finance and commerce. Wholesale, retail and commercial facilities have grown to include long warehouses, skyscraper office buildings, department stores, and Canada's largest open air market. Seven of the ten banks chartered in the Dominion operate forty-nine Hamilton branches, which cleared in 1937 two hundred and eighty-five million dollars.

Hamilton's civic administration is the concern of its annually elected City Council, composed of a Mayor and four Controllers constituting the Board of Control, and sixteen Aldermen. To this legislative body the permanent directors of the departments of the city's government are responsible.

Municipal services to householders and citizens are numerous and varied. Hamilton's public services include the supply of water from a modern filtration plant and supply system, garbage disposal at a municipal incinerator, a complete system of sewage disposal plants, and the operation of a sanitary inspection staff and free medical clinic for the preservation of metropolitan health.

Health Advantages

An efficient health department is operated by the city, so efficient, indeed, that there have been no deaths from diphtheria within Hamilton in the last five years. Health care is given for adults occupied in industry, and for babies, children, and adolescents of all ages. The sanitary inspectors examine for contamination the premises of restaurants, playgrounds, schools and swimming pools, and make bacterial tests of water, milk, and foodstuffs. A number of hospitals are supported by the city, and money has often been voted to the famous two-million-dollar Mountain Sanatorium for tuberculosis, built and equipped over a period of years through the donations of Hamiltonians.

Marked changes have been brought about in the city by the driving force of such leading citizens as two Hamiltonians of the nineteenth century, Sir Allan MacNab and Hugh Cossart Baker, and a present civic leader, the Honorable T. B. McQueen. Yet by and large the city's industrial evolution has been brought about by the industries great and small which have made it possible to raise the city's standard of living until three out of every five Hamiltonians own their own homes. And quite as much if not more long-term influence has been exerted upon the city, unknown and unseen, by its humble men and women of more prosaic purpose, who have contributed unconsciously for generations their lives, talents, and skills to give the city its present reputation of achievement.

In this great INDUSTRIAL COMMUNITY

- The Hamilton Spectator is the only daily newspaper. . . Its A.B.C. net paid circulation is in excess of 56,000 copies daily.
- Hamilton is the buying centre of Ontario's richest agricultural district . . . is The Hub of the Provincial Highway system . . . and possesses unrivalled transportation facilities by water . . . rail . . . and air.
- The SPECTATOR has more circulation in this trading area than all other newspapers and periodicals combined with the lowest Milline Rate (2.01) of any comparative medium in the Dominion.

THE
HAMILTON SPECTATOR
HAMILTON ESTABLISHED 1846 ONTARIO

TORONTO
The Atlas Bldg.

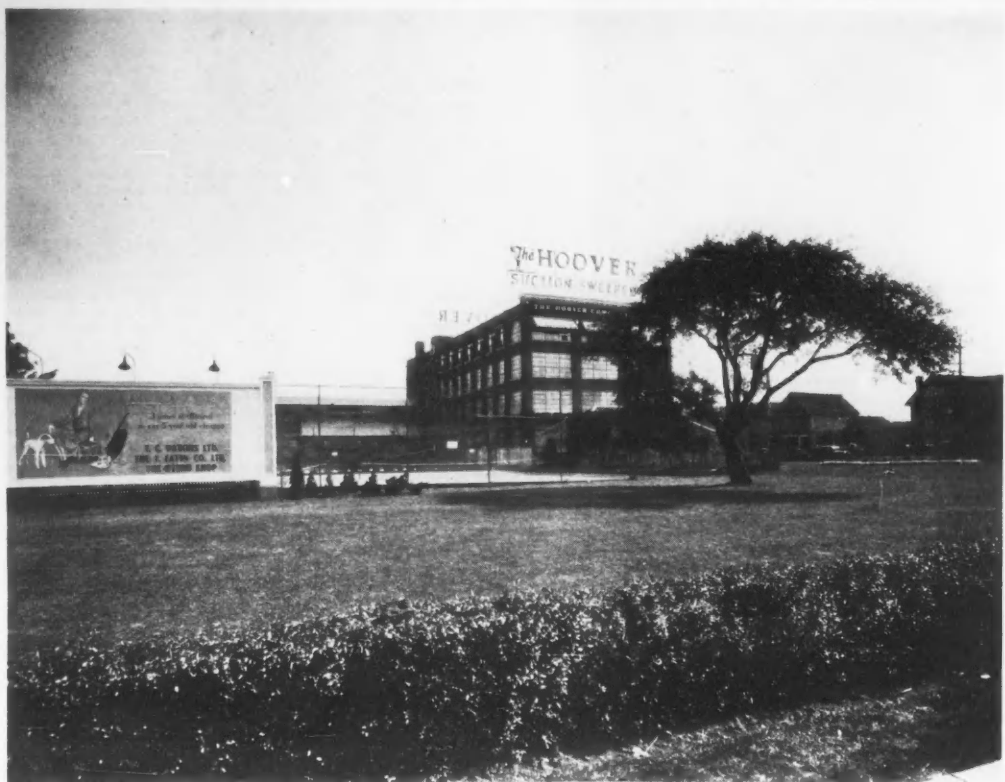
MONTREAL
Southam Bldg.

LONDON
34 Ludgate Hill

NEW YORK
110 East 42nd St.



HAMILTON'S PROXIMITY to important Canadian and American centres is demonstrated by the above map.



THE HOOVER COMPANY LIMITED. This thriving plant at Hamilton employs 140 people, while the company maintains 6 major service stations and 22 subsidiary stations throughout Canada, has a sales staff of 400 men covering 12 national districts.

How a Janitor's Idea Gave Hamilton an Industry

THE doing of physical work is always accompanied by production in the lungs of a proportionate amount of carbon dioxide gas, so that accurate determination can be made of the energy used in housework by comparing normal carbon dioxide production with that of a period when a person is working.

The Hoover Company Limited, makers at Hamilton of suction sweepers, to determine the fatigue caused when a woman sweeps, divide test carpets into identical rectangles in their research laboratory. The carbon dioxide in the lungs of women and girls is collected for measurement by a nose mask worn by each of the subjects as they use a vacuum cleaner over these carpets. Fatigue is determined as it occurs in all types of sweeping, with fast or slow, short or long strokes.

This Hamilton company celebrated its twentieth anniversary on May 30, 1935.

Until recent years carpet cleaning was all done by sweeping or beating. The dirt and litter might be swept frequently from the surface of a carpet, but only at housecleaning time twice a year were carpets beaten over a line or on a lawn as the other alternative of ridding them of dirt.

The Janitor's Invention

Vacuum cleaners are suction sweepers. Women are indebted for them to a janitor employed by a department store in Canton, Ohio. Murray Spangler, though a machinist, was in such poor health that he could not take a shop position and found arduous even sweeping the floor of the store, for which he had been hired.

Seeking to save himself, he invented a machine. He knew of the suction pipes over cobblers' grinding wheels which whisk leather dust out of the air to trap it in central containers, and he used a carpet sweeper every day. It occurred to him that suction together with sweeping could lighten his labor. Within a few weeks he had developed a large crude, clumsy, yet successful machine of tin which was used like a carpet sweeper.

Spangler formed a company to manufacture these machines, but he was not a business man and things went from bad to worse. He looked about for someone to finance the manufacture and sale of his cleaners. Near Canton, in the little village of New Berlin, was the leather factory of W. E. Hoover. Hoover had made harness and leather goods for forty-five years. Spangler arranged with him a manufacturing and distributing agreement. A small room in the leather goods factory was allotted for experimental purposes, experts were hired to give the machine their interested attention, and Spangler saw at least the beginning of his machine's success before he died.

The Cleaner Perfected

His cleaner was perfected through W. E. Hoover and the associates. Eventually its mass construction out-grew and replaced the leather business. H. W. Hoover, the eldest son, went out to sell, and commenced the era of serviced appliances by guaranteeing on the purchase of a cleaner that repair service would be available to keep the machine in trouble-free operation. He called on merchants, established dealers, went from house to house, and got the grounding which evolved later into the re-sale plan adopted by the makers of all kinds of home appliances. In busy seasons his complete sales force of eighteen would sell the six or eight of these early cleaners built each day.

Last March the five millionth Hoover cleaner was built and the company's five factories in Canada, the British Isles, France, and the United States have just completed a successful sales campaign to do five million dollars worth of business in fifty days from the date the five-millionth cleaner appeared.

Of importance between these extremes of success were the engineer-

ing abilities of Francis M. Case and of the staff of engineers and experimenters who assisted him. Hoover soon arrived at the point where a great amount of scientific work had to be done on the fundamental principles of cleaning to improve existing machines. Tin was replaced with aluminum. The cleaner's suction mouth was made adjustable to the type of carpet being cleaned. Cleaners became an industry of themselves, gained a national sale, and were distributed in foreign countries by an assembly plant at Windsor, Ontario.

Thorough Research

H. Earl Hoover, now vice president, completed a course in engineering at the University of Michigan, and carried ahead the work of improvement with a research staff which has come to occupy 17,100 square feet of space and employ seventy-five physicists, chemists, engineers, designers, draughtsmen, and clerks. As the company's production at Canton grew above 300 machines a day, Hoover began to make its own motors. The Hamilton company was founded in 1919 when production capacity had reached 2,200 machines daily, and now turns out annually vacuum cleaners and 20,000 fractional horsepower motors.

Laboratory research was conducted first on types of carpets. Some of the questions to be answered were:

How much dirt is there in a carpet? Where is it—in the warp, in the pile below the surface, or on the surface?

held by vacuum, a beater which beats the embedded grit and dirt out of the carpet on a cushion of air so that it can be carried off by the suction current of air produced by the fan. This agitator carries sweeping brushes which pick up lint, hair, thread, and other surface litter and throw it into the airstream which blows from the fan into the bag container.

To let the incoming air escape, this bag is finely woven of special yarn in a patented weave so that its cloth is porous enough to permit the passage of air and retain the collected dust.

At factory cleaning tests, a specified amount of dirt is put into a cleaned carpet by machine. Sand and grit are embedded automatically as the machine opens up the pile, row by row, and deposits a measured quantity of dirt between the rows to give the carpet a uniform dirtiness from end to end. Other automatic machines then move a sweeper back and forth across the carpet, regulating the length of stroke, pressure of the nozzle on the carpet, and distance of it from the carpet.

The engineering department studies performance month after month in a room where a large number of vacuum cleaners are in continuous operation day and night to determine the life of various parts of the machine. Weaknesses when discovered are sent to the research department for elimination.

The Hoover Company Limited employs at Hamilton one hundred and forty people. There are six major service stations and twenty-two subsidiary stations for the firm through



INVENTED by a janitor in a Canton, Ohio, department store, vacuum cleaners are manufactured in Canada at the factory of the Hoover Company Limited.

What kinds of dirt are there? How many kinds are there in each carpet? How is it best removed? How fast should a vacuum cleaner be run over a carpet to get out most dirt? How long should cleaning be continued?

Research next turned to dirt itself. Dirt was gathered from different types of houses in cities across the continent. Each sample taken was deposited in a new bag with complete data on the home, the type of rug, and the method of cleaning. These tests told the amounts of dirt in each rug, differences between types of rugs, their tendencies to be dirty in relation to the number in the family, the kinds of germs in the rugs, etc. A more efficient cleaning technique was then evolved, and fatigue measurements charted for its use.

Suction Sweeping

Principle of suction sweeping is that a rotary fan operated by an electric motor lifts, by means of the vacuum created, a section of the carpet from the floor, at the same time passing over and through the carpet's pile an incoming stream of air which sucks up the dirt, litter and grit and deposits it in a bag at the rear of the machine. In the company's cleaner there revolves in the nozzle opening, against which the carpet is

Canada. A sales staff of four hundred men covers the twelve national districts.

Interesting was the marketing point made by R. J. Love, manager of the Hamilton factory. The electrical appliances market has been shown by Ontario surveys to have reached fifty per cent of saturation. The market for vacuum cleaners is not, however, diminishing, since there are more homes going up in the Dominion than there are cleaners being produced. The long life of electrical appliances at their present standards of construction creates also replacement sales as well as a new sales. There are 72,000 of the company's cleaners scattered across Canada, to say nothing of those made by the two hundred and forty smaller competitors in the field.

MANUFACTURING AND DISTRIBUTING CENTRE

Five hundred diversified industries with manufactured products exceeding two hundred million dollars (\$200,000,000) in value per annum make Hamilton the third largest industrial centre in the Dominion. With one-sixth of Canada's population residing and doing business within a radius of approximately 60 miles it ranks first as a distributing centre.

Hamilton is an outstanding example of a city planned for industry, located in Canada's most comprehensive production area.



ROBERT MILLS
FOUNDER OF BUSINESS



HERBERT S. MILLS
PRESENT OWNER

"CANADA'S MOST TALKED ABOUT GIFT SHOP"

This business had its start and foundation on the meeting of the late Mr. Robert Johnson, one of the most outstanding personalities in British Pottery history, and Mr. Robert Mills in Hanley, England, back in the early 'gay nineties'—almost a half century ago. The relationship then established has but ripened through the years. From small beginnings this shop has not only become the best known in its line in North America, but carries the proud boast of the largest selection of open stock English Bone China dinnerware of any store in the world. Over one and a half floors are given over to English dinnerware—to serve the thousands of customers that annually visit this shop from all parts of North America.

Built on the premises that for cash and cash only could the best of everything be passed on, this shop is still strictly cash. No weekly payment headaches go along with the merchandise. Connections have been built up and retained down during the years, that give the Herbert S. Mills customers a real advantage in quality, selectiveness and price. It is to be doubted if all the "gold in Arabia" could secure the "buying connections" that this shop enjoys.

Further, personal ownership and intimate customer contacts reveal customer desires and bring forth ideas that eventually bear fruit in the form of unique merchandise of value and desirability. Herbert S. Mills makes a real business of designing new things. Such items or lines are usually controlled for a year; and then offered to the whole trade.

The new Herbert S. Mills dinnerware booklet came from the press only recently, and is of high merit. It is spoken of in the trade as just about the best thing of its kind ever seen anywhere.

A Successful Brush Company

TRADING internationally in brushes for industry and the home, Meakins & Sons Limited is a Hamilton firm incorporated in 1852 and managed today by the third and fourth generations of the family.

Meakins is a wholly-owned Canadian company with head office in the city, factories in the United States and India, warehouses across the Dominion and an export trade to Australia, Argentina, and South Africa, England, and New Zealand.

The original C. W. Meakins manufactured furniture at Hamilton when it was the Head of the Lake. He happened to be making wooden brush blocks for the Green Brush Company when it went into bankruptcy, thereby putting him into the brush business. Brushes sold well and became in place of furniture the company's entire trade. Now there are more than twelve hundred kinds of them manufactured by this single Hamilton concern for sale to wholesalers and retailers on all continents.

Varied Production

With seven national branches in Canada and both paint and household brushes as main lines, Meakins' have a strong foundation in the business. Their brushes are used for varnishing, wall tinting, whitewashing, graining, kalsomining, dusting, stippling, and hanging wallpaper. Stencils, glue brushes, broad stripe, dagger stripe and sign writers' brushes are other special types, as are artists' camel hair brushes. Tanneries use brushes for putting color finishes on leather. Long cylinders of bristles, known as brush rolls, are sold to Hamilton's textile mills to print the colors on cottons. Paper mills also use brushes for coating the paper this study of Hamilton is printed on. Dairies and cheesemakers use palmetto and crescent-shaped brushes for cleaning cans, bottles, and vats.

There are ordinary scrubbing brushes, intricate soft brushes for cleaning venetian blinds, and twisted ones for swabbing auto spokes or strips of brushes for cleaning furnaces. Meakins' finish also chamois cloths,

which are split sheepskins imported from England and dressed.

Export and Domestic

By boat the company reaches from Hamilton's port on Lake Ontario the West Indies, British Honduras, and indeed all parts of the world. German competition from subsidized Nazi brush firms is stiff in Argentina, but C. W. Meakins III, secretary and sales manager, is of the opinion that this market, though small, can be doubled. South American manufacturers need vastly different types of products and send their samples to Hamilton to have competitive prices quoted. The Argentinian market receives much attention due to seasonal differences, for the market there is good when Canadian

production is slack.

Greatest market for Meakins' brushes is found in Ontario and Quebec. Meakins & Sons Limited operate also the largest cocoa-matting factory in the United States at Lockport, N.Y., and own and distribute the products of another family company at Allepey, India, to North and South America. A million pounds of coir products (coir meaning from the outside husk of the coconut) are distributed for finishing to native labor and shipped, when returned, to this hemisphere.

Meakins' has been a "family corporation" throughout its history. The employees number nearly one hundred and sixty. President is W. G. Meakins. G. C. Meakins, youngest administrative officer of the firm, is treasurer and superintendent.



THE HEART OF THE CITY. An aerial view of Gore Park, the very centre of the downtown district.